



# Hongkong Daily Press.

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No. 19,871.

號一十七百八千九萬一第

日一廿月正年戌壬

HONGKONG, FRIDAY, FEBRUARY 17th, 1922.

五拜禮

號七拾月二年一十國民華中

PRICE, \$3 PER MONTH

## YOUR FORTUNE

is wrapped up in your eyes. If they are weakened then your earning capacity is low, and unless you bring them to their normal state by the use of ACCURATE GLASSES.

N. LAZARUS,

Optician,

13, Queen's Road C.

71

## INTIMATION CHAMPAGNES

Pommery & Greno	\$84 87
Veuve, Clicquot	94 97
Bollinger	92 95
Piper Heidsieck	90 93
Geo. Goulet	90 93
Delbeck	44 46

## CALDBECK, MACGREGOR & CO., LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75

## CARTRIDGES!

### NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKE-LESS DIAMOND.

THE HONGKONG SPORTING ARMS & AMMUNITION STORE,  
Nos. 5-6, Beaconfield Arcade.

## A LING & CO.

19, Queen's Road Central  
HONGKONG.

## FURNITURE AND PHOTO GOODS STORE

Glass Etching, Sign-Board and  
Mirror Making.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1319.

## FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

## PEAK TRAMWAY CO. LIMITED.

### TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " " " " " 10 "	
9.00 " " " " " 15 "	
11.30 " " " " " 15 "	
12.30 p.m. " " " " " 15 "	
2.30 " " " " " 15 "	
3.30 " " " " " 15 "	
4.00 " " " " " 10 "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes.	
9.50 p.m. to 11.30 p.m. every 30 minutes.	
11.45 p.m.	
SATURDAY.	
Extra Car—12 midnight.	
SUNDAYS.	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes.	
9.30 " " " " " 10 "	
11.30 " " " " " 15 "	
12.00 noon " " " " " 10 "	
1.00 p.m. " " " " " 15 "	
4.00 " " " " " 10 "	
NIGHT CARS.	
As on Week Days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.  
Season and special tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment thereof has been made in Bank Notes or Cheque or Compro Order represent-  
Bank Notes

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after FRIDAY, SEPTEMBER 19th, 1921, until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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JOHN L. THORNYCROFT &amp; CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

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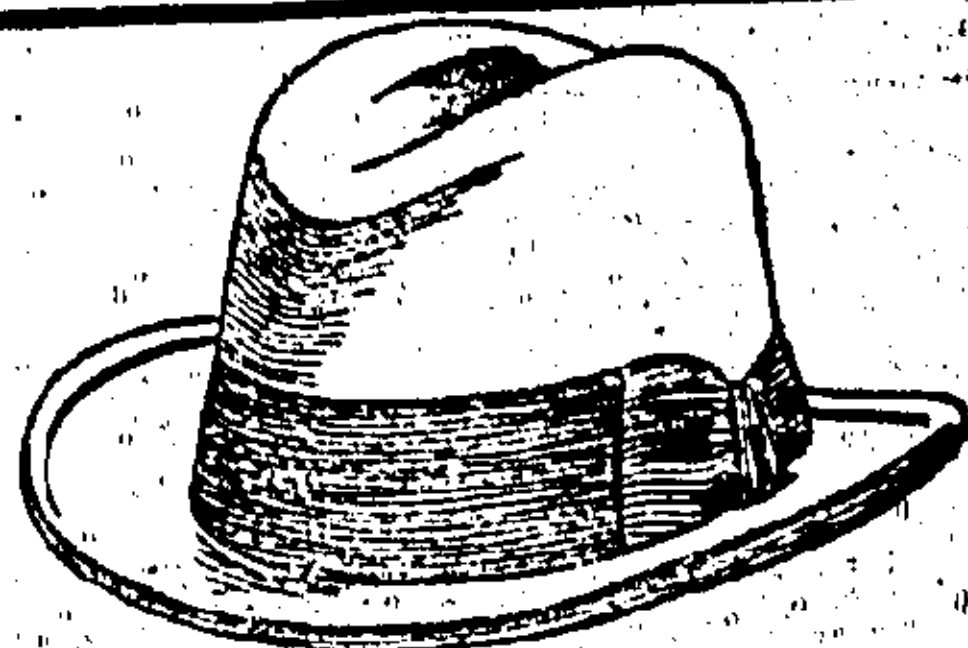
15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

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For quotation apply—

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## HENRY HEATH HATS



Heath quality in shapes and colours that make certain the right hat for every sort of features or physical appearance.

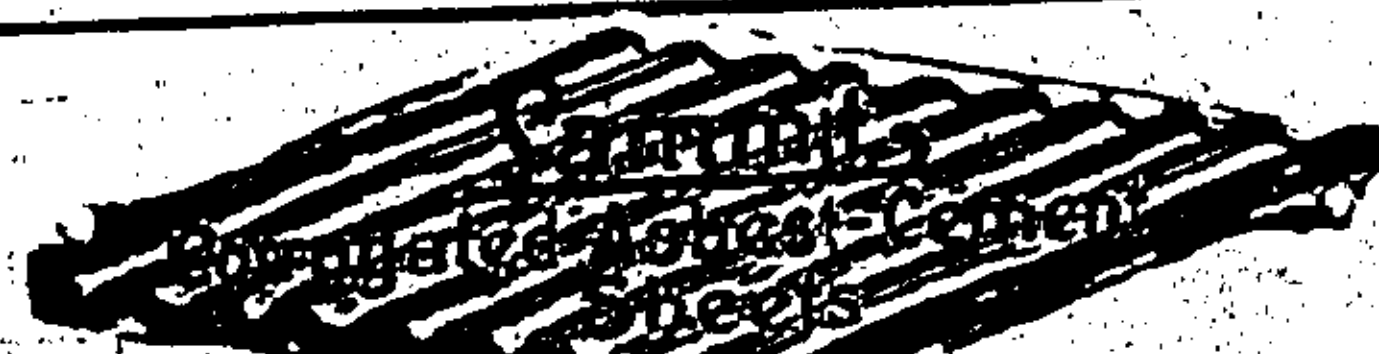
NEW STYLES AND COLOURS FOR THE RACES NOW SHOWING.

## MACKINTOSH & CO. LTD.

MEN'S WEAR SPECIALISTS

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Des Voeux Road

Telephone 29



The ideal material for hot climates.  
For roofs, partitions & ceilings.

It is light & strong.  
It does not conduct heat.  
It is practically indestructible.  
It does not rust or corrode.  
It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and give you particulars.

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Machinery Dept.

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## MILLINERY FOR THE RACES

AT

## WHITEAWAY'S

We have just unpacked a consignment of New Distinctive Mode's in LADIES' HATS suitable for the coming RACE WEEK.

INSPECTION INVITED

WHITEAWAY, LAIDLAW &amp; CO., LTD.

"THE STORE OF THE EAST"

20 DES VOEUX ROAD.

HONGKONG.

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Hon. Mr. A. G. STEPHEN.

Hon. Mr. A. G. LANG.

Hon. Mr. CHOW SIK-SANG.

Mr. A. G. M. FLETCHER, C.B.E. (Clerk of Councils).

#### MINUTES.

The minutes of the last meeting were approved and signed by the President.

#### FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table financial minutes Nos. 4 to 13 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and it was agreed to.

The COLONIAL SECRETARY, by command of H.E. the Governor, also laid on the table the report of the proceedings of Finance Committee, No. 1 and moved that it be adopted.

The COLONIAL TREASURER seconded, and the motion was approved.

#### BY-LAWS APPROVED.

The COLONIAL SECRETARY laid on the table for approval by the Council, by-laws under the Public Health and Buildings Ordinance, Section 18, for the amendment of the Importation and Inspection of Animals, By-laws; maintenance of Order in Depots, for the Maintenance of Order in Slaughter-houses, and a by-law relating to the cleansing of buildings.

The COLONIAL SECRETARY moved: the approval of these by-laws.

The ATTORNEY-GENERAL seconded, and the by-laws were approved.

#### PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor, also laid on the table the quarterly return of excesses on sub-heads not by savings under heads of expenditure for the fourth quarter of 1921; regulations under section 6 of the Dogs Ordinance, 1893, dated 19th January, 1922; a rule under section 18 of the Prison Ordinance, 1890, dated 28th January, 1922; an Order under section 9 of the Post Office Ordinance, 1900, dated 28th January, 1922; regulations under section 25 (4) and 42 of the Merchant Shipping Ordinance, 1898, dated 28th Jan., 1922; regulations under section 4 of the Stamp Ordinance, 1921, dated 28th January, 1922; a declaration under the Societies Ordinance, 1920, dated 1st February, 1922; an order under section 119 (1) of the Companies Ordinance, 1911, dated 10th January, 1922; declarations under the Societies Ordinance, 1920, dated 8th February; a declaration under the Societies Ordinance, 1920, dated 8th February; a declaration under the Societies Ordinance, 1920, dated 8th February; and an order under section 4 of the Importation and Exportation Ordinance, 1915, dated 8th February 1922.

The ATTORNEY-GENERAL seconded, and the by-laws were approved.

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The ATTORNEY-GENERAL seconded, and the by-laws were approved.



## SITE FOR NEW SAILINGPUN SCHOOL.

The Governor recommended the Council to vote a sum of \$155,940 in aid of the Public Works, Extraordinary, Hongkong, Public Health and Buildings Ordinance, 1903, (41) Compensation and Resumption.

The CHAIRMAN: This sum is required in connection with the resumption of Inland lot 733, Bonham Road, from the Catholic Mission. The site is required for the new Sailingpun School. From this amount \$27,297 will be deducted as premium on new site to be granted to the Mission, in Broadwood Road.

## FIRE ROSE.

The Governor recommended the Council to vote a sum of \$191 on account of Kowloon-Canton Railway, Special Expenditure, Fire Rose, etc.

The CHAIRMAN: This is required to supplement the sum of \$900 provided in last year's estimates. The cost in sterling was £147 12s.

## RAILWAY VOTE.

The Governor recommended the Council to vote a sum of \$1,023 on account of Kowloon-Canton Railway, Special Expenditure, Motion Plates and Cylinders for Locomotives and 4.

The CHAIRMAN: This is a supplementary vote. Under "Special Expenditure" last year \$4,800 was provided for this purpose. The actual cost of the motion plates and cylinders was \$3,323, leaving a balance of \$1,023.

## TEMPORARY RICKSHA WHEELS FOR KOWLOON.

The Governor recommended the Council to vote a sum of \$1,023 on account of Public Works, Extraordinary, Kowloon, Erection of temporary Ricksha Shelter with latrines attached in Kowloon.

The CHAIRMAN: The Captain-Superintendent of Police requested that certain temporary ricksha shelters with latrines attached, should be erected in various places in the Kowloon peninsula. The estimates for these places are: One at Yau-mat 81,100; one at Mongkok, \$900; one at Samshui, \$900; one at Hung-hom, \$900; and one at Kowloon City, \$900—a total of \$4,700. The Captain-Superintendent pointed out in making this application that the only shelter at Kowloon at present was that at the Star Ferry pier.

## REARRANGEMENT OF KOWLOON.

The Governor recommended the Council to vote a sum of \$5,500 on account of Public Works, Extraordinary, Kowloon, Rearrangement of Kowloon Inland Lots No. 629, 630, 631, 1111.

The CHAIRMAN: This sum is required for levelling the area which was named Tsai Sze. One of the conditions of the rearrangement was that the Government should pay for the levelling.

The Hon. Mr. POLLOCK: Where are these lots, sir?

The CHAIRMAN: They are on Nathan Road, what is called now Coronation Road. The north end of the lot is on Waterloo Road and the position of the lot does not fit in with the layout of Nathan Road and the adjoining roads. There was considerable amount of filling to be done. The matter dates back over three years. The original application in fact was in October, 1917. The development of these lots in those days was a matter that had to be referred to the Secretary of State and his approval was received in September, 1919, but no expenditure has been necessary until now.

## WIRELESS AT GAP ROCK.

The Governor recommended the Council to vote a sum of \$4,000 on account of Public Works, Extraordinary, Hongkong, Miscellaneous, Erection of Wireless Installation at Gap Rock.

The CHAIRMAN: This is a re-vote for a portion of the \$14,000 taken last year. The work was not completed. The actual amount to be re-voted is \$3,500, and a small supplementary vote is required for \$500.

The Hon. Mr. POLLOCK: What is the range, sir?

The CHAIRMAN: The Director of Public Works was understood to say that it was for the purpose of communicating with Cape D'Aguilar.

The CHAIRMAN: Incidentally Gap Rock benefits because they are now able to have the same machine for electric light and fans.

## FINANCES OF CANTON.

DEFICIT OF \$20 MILLIONS OVER KWANGSI CAMPAIGN.

Last year's finance of the Canton Government saw a deficit of over \$20,000,000 owing to the campaign against Kwangsi. Mr. Chung Hui-nan, new Minister of the Finance Department, proposes the following measures: (1) salt-tax to be levied by Kwangtung province, (2) \$3,000,000 to be raised by collecting traffic-tax, (3) \$8,000,000 per annum by consolidating paddy-field taxes, and (4) \$1,000,000 by drafting register regulations of various descriptions. It is expected that these methods will be put into force from this year.—Eastern News Agency.

The Stewards of the Shanghai Race Club have made a gift of \$10,000 to the Shanghai War Memorial Fund. This sum represents the proceeds derived from the New Year Races. This brings the total in hand for the Memorial up to \$54,000. The progress of the work has been delayed by matters outside the actual construction, but these have now been satisfactorily arranged and preparations for the final stage of the work are now being made. In order to improve the site originally chosen, a site which will make of the memorial a link between the French and International Settlements, plans have been agreed upon for improving the Bund line at the end of Avenue Edward VII.

## COMPANY MEETINGS.

## GREEN ISLAND CEMENT CO., LTD.

The thirty-third ordinary general meeting of this Company was held at the offices of this Company yesterday morning, when there was an unusually large attendance of shareholders. Mr. Robert Shewan (Chairman of Directors) presided and there were present, the Rev. Father Robert, the Hon. Mr. A. O. Lang and Mr. J. Bell Irving (Directors); Mr. Allan Keira (secretary); Messrs. H. W. Bird, G. P. Lammert, H. A. Lammert, A. Stevenson, M. Manuk, W. Adamson, Tse Tian Tai, Poon I Cho, W. J. Hawker, Leo D'Almada, A. S. Ellis, Fred. Ellis, W. J. Carroll, M. A. Razack, P. M. N. Da Silva, E. M. Raymond, Chan Yat Fung, A. H. Carroll, V. Yvanovich, A. A. Cordeiro, V. A. Croucher, F. P. de V. Soares, B. L. Bato, E. J. de Figueiredo, E. Abraham, J. W. Row, A. A. Alves, J. Kitchell, E. E. Ellis, C. C. Stark, W. E. Van Eps, M. A. Figueiredo, F. M. Ellis and Leong Tai Fong (shareholders).

## THE CHAIRMAN'S SPEECH.

The CHAIRMAN said:—The result of the year's work is very satisfactory and surpasses all our records. A strong demand set in, in the early part of the year, and to take full advantage of it we worked the factory to the fullest extent of its capacity, and sold every cask we could turn out; but, of course, we cannot continue this practice indefinitely as the plant must be laid up occasionally for overhaul and repairs. Towards the end of the year, owing to the appearance of cheap cement brands of cement from home on a certain extent and the demand fell to a certain extent, and gave us a little breathing space. At the moment there is a good demand locally and in China Ports, so our prospects for the present year seem good; but we cannot cope with any extra demand from abroad without additional machinery, the necessity for which is becoming urgent.

## A WARNING NOTE.

With regard to the disposal of profits, I hope that the allocation we now propose will meet with your unanimous approval, but I would not be doing my duty to shareholders if I did not point out that this is an extraordinarily large dividend, and it is very doubtful if, with due regard to prudence and to the necessity for finding funds for additions and extensions in the future, dividends to such an extent can be declared in the years to come.

We recommend \$250,000 being put aside out of earnings for the new plant, as both of our principal competitors in this part of the world have recently greatly increased their output and, unless we do the same, we shall not be able to retain all our customers. As I said last year, it is absolutely necessary for us to accumulate funds for additional plant. We shall now have about \$500,000 available for this purpose, and we estimate the total cost of a new 200-foot rotary kiln from home will be in the neighbourhood of \$1,000,000 and that the foundations and buildings for it will cost an additional \$100,000. It will probably be two years before it is all erected and in working order, by which time we hope to have enough surplus funds to cover the total cost. Specifications and tenders for this plant have now been received and we propose to place the order after our Works Manager, Mr. Arnot, who is going home in April on leave, arrives and has had time to go carefully into the matter on the spot.

## THE DUST PROBLEM.

The dust-collecting plant is now in course of erection and should be finished by the end of the year. We are sorry to say that we fear the cost of the buildings and foundations will be more than we expected, owing to the rise all round in the cost of labour and materials.

The accounts are set out in detail and are, I think, quite clear, and there is nothing in them that I can see that requires any special comment, except that you will notice a debit of \$11,144.44 for cost of property at Castle Peak. With regard to this, I need only say that at the cost was so small, we thought it advisable to acquire this piece of land in case it should be necessary at some future date to make use of it to supplement our present site at Hok Un. In the meantime, we hope to lease it at a rental sufficient to cover the loss of interest.

Stocks of raw material are larger than last year, as limestone has come forward in larger better supply.

I now propose that the report and accounts, as presented, be adopted, and that we deal with the balance at credit of profit and loss as follows:—  
To pay a Final Dividend of \$3 per share ..... \$1,200,000.00  
To place to Reserve Fund ..... 25,000.00  
To place to Reserve for New Plant at Hok Un ..... 250,000.00  
To Bonus to Staff ..... 25,000.00  
To carry forward to credit of next year's account ..... 100,617.50  
\$1,610,617.50

## ELECTIONS.

The Rev. Father ROBERT seconded, and the report and accounts were adopted. Mr. G. P. Lammert proposed that Mr. Bell Irving's appointment as Director be confirmed and that Sir Paul Chater and Mr. Robert Shewan be re-elected as Directors.

Mr. FRED. ELLIS seconded, and the resolution was carried.

The auditors, Messrs. Linstead & Davis and Messrs. Lowe, Bingham & Matthews, were re-elected on the proposition of Mr. A. Stevenson, seconded by Mr. Tse Tian Tai.

This concluded the business and the shareholders withdrew to collect their dividend warrants.

## UNION WATERBOAT CO., LTD.

The seventeenth annual general meeting of this Company was held at the offices of the general managers (Messrs. Dodwell & Co.) yesterday morning. Mr. G. M. Dodwell (Chairman) presided and there were present:—The Hon. Mr. A. O. Lang, Messrs. R. G. Shewan, H. Kamei, A. E. Crapnell, C. J. F. Q. Van Urd (Consulting Committee), Messrs. G. R. Edwards, J. Owen Hughes, D. W. Minton, E. E. E. E. S. Greenhill, F. Ellis, A. A. Ellis, J. Smythe, J. da Silva, W. E. Van Eps, G. P. Lammert, H. Seth, (shareholders) and Mr. C. Gerken (Secretary).

## THE CHAIRMAN'S SPEECH.

The CHAIRMAN said:—The profit on trading for the year 1921 amounts to \$47,171.11 and, including interest and dividends on investments and the carry forward from last year, there is an amount available for allocation of \$77,730.48. Water supplied during the year amounted to slightly over 500,000 tons, which is a record for the Company. It has proved difficult at times to cope with the demand and your general managers, with the approval of the Consulting Committee, have felt justified in placing an order for a new vessel which I trust will be in commission during the latter half of the present year.

When I last had the pleasure of addressing you I pointed out the necessity of thoroughly overhauling and reconditioning the older vessels of the fleet. During the past year I am glad to say we have been able to effect such repairs on two of the boats. The cost has been met out of the Special Repairs Fund. The Company's superintendent advises that there are still three further boats which may require similar reconditioning and it is for this reason that your general managers recommend the transfer of \$20,000 to special repairs account, which at present only stands at \$5,483.53. A letter was recently received from a shareholder in which he surmised that this special repairs account was to be utilised for the purpose of new constructions. This is not so. The cost of any new waterboat is treated as capital expenditure, as you will see by a reference to past accounts.

## GOVERNMENT CHARGE FOR WATER DOUBLED.

The increase in the demand for water has not been correspondingly reflected in the net earnings of the Company, more particularly as regards the last six months of the year. This is due to general increase in the cost of operating and in the cost of water to the Company. In this connection I would explain that on June 30th last the Company received a notification from the Government that, as from the following day July 1st, the cost of water supplied to the Company Company at Lai-chi-kok would be doubled. Needless to say your general managers made every endeavour, in writing and by personal interview, to obtain some reconsideration by the authorities of their decision. We were granted a very sympathetic hearing but were unable to obtain any material or immediate relief in the matter. It appears that certain heavy expenses have been incurred over the extensive improvements to waterworks that are being undertaken which necessitated this step by the Government. By way of compensation we are hoping that the water authority will shortly be in a position to give us a better pressure at our Lai-chi-kok supply, as this will effect a considerable saving in time to our waterboats and enable us to give quicker service to our clients. Further, we have hitherto had the benefit of a small and intermittent supply at North Point, but this will shortly have to be abandoned owing to the extensive road and building construction that is being carried out in the vicinity. We are hoping to be able to arrange before long for an alternative supply.

## HONGKONG'S REPUTATION AS A CHEAP PORT.

Now, gentlemen, your general managers are very aware, at the very first suggestion of increased costs, to making any substantial increase in the charge for water, supplied to constituents. An undertaking such as this has a double duty to perform—towards its shareholders and towards its customers. The satisfaction of the former is in a measure dependent on the satisfaction of the latter. We desire, above all, to give good service. As a local Company, we are also jealous of the good name of the port of Hongkong has always enjoyed as a cheap port, attracting trade and custom which might otherwise be diverted to other ports, and we want to do what we can to help uphold this reputation. During the war, whilst labouring under many difficulties and in spite of reduced earnings, we refrained from increasing our prices, and at the present time I would like to be able to assure our customers, with your approval, that their interests have our consideration along with our own.

I now beg to propose that the report and accounts as circulated be adopted. Mr. J. OWEN HUGHES seconded the adoption of the report. He said he had listened with great interest to the Chairman's remarks as to the increased cost of water and he believed he was voicing the feelings of the shareholders generally when he said that the Consulting Committee's policy of studying, above all, good service to customers was undoubtedly sound. The policy of conserving their resources to meet any special call was also sound.

## A SHAREHOLDER INTERVENES.

Mr. H. SETH: I beg to make a small amending proposition regarding the dividend. I suggest a dividend of \$1.25 and a bonus of 50 cents. This will do away with writing off depreciation of the boats. I make this proposition because, for 1919, \$34,400 odd was written off, in 1920, \$68,800 and in 1921, \$71,800—and because I think the increase in profit warrants it. As to the recommendation that we write off "waterboats, \$15,000," there has been full writing down of the value of the waterboats—in 1918 by \$10,000; in 1919 by \$15,000 and in 1920 by \$14,300 a total of over \$39,000. The value of the water boats at the end of 1918 was \$111,300; in three years, since, we have written off \$37,000. The fleet was then six old boats and the value had been written down to \$74,000. Since then a new boat worth \$38,900 has been added, that brings the value of the fleet to \$110,000. In addition to this, we have written off, already, \$30,000 for special repairs and another \$20,000 this year—which I quite agree with—that is \$50,000. In a measure, this expenditure appreciates the value of the boats—say half of it can be described as doing so. I cannot see any necessity, in view of the profits made, of not paying a greater dividend, or a bonus on the shares. I propose a dividend of \$1.25 and a bonus of 50 cents.

Mr. FRED. ELLIS seconded. The CHAIRMAN: Mr. Seth, I am afraid that, in any case, the amendment you propose is out of order. If you will refer to the Articles of Association of the Company, under 91, sub-section 10, you will see that the general managers and the Consulting Committee are empowered to make such resolutions as they think fit before declaring the dividend.

Mr. SETH: I am sorry you did not tell me this, Mr. Chairman, when I called on you the other day. It would have avoided a lot of talking on my part. The CHAIRMAN: And the Consulting Committee have agreed that the resolutions made are necessary.

Mr. SETH: I have nothing further to say.

The CHAIRMAN: Would you like me to read—

Mr. SETH: No, I am quite content, only I think you might have told me when I called.

The CHAIRMAN: I did not know you were going to move an amendment. Mr. Seth. The motion before the meeting is that the report and accounts, as circulated, be adopted.

The resolution was then carried, with two dissentients—Mr. Seth and his seconded.

Mr. C. Bernard Brown was re-elected auditor on the proposition of Mr. D. W. Minton seconded by Mr. L. S. GREENHILL.

## COMPANY REPORT.

## HONGKONG HOTEL CO., LTD.

Subject to audit, the profit on working account for the year ending 31st December, 1921, amounted to \$438,692.83, as compared with \$387,640.71 for 1920.

The balance at credit of profit and loss account (including the sum of \$41,809.56 brought forward from the previous year, and after allowing for depreciation and overdraft interest, bad and doubtful debts, etc., and setting aside \$37,511.72 for depreciation) amounted to \$383,981.43. After deducting the interim dividend amounting to \$120,000 paid on 12th November, 1921, the sum of \$263,981.43 remains, which the Directors will recommend be apportioned as follows:—

To pay a final dividend of 60 cents per share on 208,000 shares	\$124,800.00
To pay a bonus of 30 cents per share on 208,000 shares	62,400.00
To transfer to General Reserve	30,829.08
To carry forward to new account	48,488.85
	\$266,517.93

The land and building reserve will amount to \$1,450,000, and the general reserve (including above appropriation) to \$200,000.

## ORIENTAL OPULENCE.

The Prince of Wales, we heard, would come visiting this life. And might be staying with us here for quite a little while. In fact, 'twas more than whispered that his stay would be so long. As two whole days and, therefore, we must make him like Hongkong.

How to do this was considered by the European birth. And the first thing that was settled was the giving of a ball. But this alone was not enough. "We'll decorate the Isle," they said, "and welcome give the Prince in Oriental style."

Though some folk who reside here are of European birth, their numbers are exceeding small, and few of them are worth. One-tenth of that which those of Asiatic stock possess. Whose feelings must be thought of first—of course, we can't do less.

Far Eastern decorations, from the very oldest days, are meant to look imposing to the people's wondering gaze. This can only be effected by bright colours being flown. And gorgeous-looking structures which shall seem to be of stone.

And so it was decided that the island's finest site should be denuded of its shrubs in order that there might be built a "marvellous" structure, which would cause the Prince to say: "How wealthy must these people be who greet me here to-day."

S.W.

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## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## LATE SIR ERNEST SHACKLETON: REMAINS LEAVE SOUTH GEORGIA FOR BURIAL

MONTA VIDE, February 16th.

The British barque, Woodville, with Sir Ernest Shackleton's remains, sailed from South Georgia for the burial. The numerous wreaths included one from King George. The coffin was borne on a gun-carriage through the streets, escorted by troops, to the sound of funeral music. Soldiers lined the route. After a service at the church the ship put to sea amid salutes from the shore batteries.

## EARLIER CABLES.

## GRAVE SITUATION IN IRELAND.

## DIFFICULTY OF GOVERNMENT'S POSITION.

UNIONIST DISHEARTENED ACTION.

LONDON, February 15th.

Mr. Collins has arrived in London to discuss with the Cabinet the new situation in Ireland. The papers dwell on the gravity of the situation arising from the Ulster frontier troubles and the difficulty of the Government's position, having given both the Provisional and the Ulster Governments assurances.

Lord Birkenhead, speaking in the House of Lords, said that within the next few weeks we were going through the most critical period probably within living memory. He did not know if we should get through it successfully.

## A COMPLICATED SITUATION.

LATER.

Lord Birkenhead's speech in the House of Lords has focused attention upon Ireland. The situation is extraordinarily complicated. On the one hand the Government is determined to push the passage of the Free State Bill legalising the treaty in order to strengthen the hands of Messrs. Griffith and Collins against the disorderly elements, which are flouting the Provisional Government's authority. On the other hand, the Government feels bound to assist the defence of Ulster against raids.

The Unionist die-hards at Westminster, taking advantage of this situation, have given notice of an amendment declining to proceed with the Bill until murders, kidnappings, attacks, and arrests cease. The delay in the passage of the Bill is bound to strengthen the recalcitrant Sinn Féiners. De Valera, in a proclamation issued last night, announces that he is placing himself "at the head of a resurgent nation, purified by the sufferings of the whole people, marching to the great destiny to which God has called the Gaelic race."

The fact that Mr. Collins is again consulting Downing Street is exploited by the irreconcilable republicans, who are hoping to carry the Ardara, or All-Ireland Sinn Féin Congress, at Dublin on the 21st inst.

The Ulster frontier is quiet, but bloodshed continues at Belfast. Seven were killed last night, making altogether 24 killed and 70 wounded since Saturday.

## NORTH AND SOUTH PREMIERS TO CO-OPERATE.

LONDON, February 15th.

In the House of Commons, Mr. Churchill announced that Mr. Collins, who arrived in London to-day, has obtained the release of fifteen of the kidnapped Unionists, and hoped that more would be liberated to-day.

Sir James Craig and Mr. Collins have agreed to Mr. Churchill's suggestion to appoint impartial commissions to proceed to the border to ascertain the facts and to keep in touch with each other with a view to allaying the very great reciprocal apprehension.

The evacuation by British troops of the South of Ireland has been resumed.

## CROWD CHARGED AT BELFAST.

LONDON, February 15th.

Continued disorders in Belfast culminated in a bayonet charge after the crowd had refused to disperse. One civilian was seriously wounded. The death-roll since Saturday numbers 33 killed and over a hundred injured. Two of the kidnapped have been returned.

## PERMANENT INTERNATIONAL COURT.

## DUTCH FOREIGN MINISTER'S ADDRESS.

THE HAGUE, February 15th.

It was a concrete living manifestation of international conscience, said the Dutch Foreign Minister in welcoming the Permanent Court of International Justice, which was formally opened in the Palace of Peace with considerable pomp and splendour.

Members of the Dutch Royal Family and Government, representatives of the League of Nations, the International Labour Bureau, high officials, and diplomats were present when the Judges, attired in rich robes, took the oath. The city was gaily decorated.

## HOLLAND AND THE VATICAN.

HAGUE, February 15th.

The Chamber by 43 votes to 27, rejected a Socialist motion designed to suppress Dutch representation at the Vatican, and passed, by 71 votes to 4, the Foreign Ministry's estimate.

## "MUI TSAI" CAMPAIGN.

MR. CHURCHILL'S ATTITUDE.

PROPOSED COMMISSION TO VISIT HONGKONG.

LONDON, February 15th.

Several members of Parliament have been zealously campaigning at question-time in the House of Commons yesterday and to-day regarding the sale of children in Hongkong. Mr. Churchill said that that when there was an opportunity he would most gladly ascertain the general sense of the House on the matter, but he was anxious that they should know what cause there was for not violently overturning a custom which was universal in China. He thought it sounded most objectionable, in principle, but believed that in practice it was not.

Meanwhile a conference under the auspices of the Anti-Slavery Society, at which scores of societies were represented and which was presided over by Viscountess Gladstone, passed a resolution declaring that the Mui Tsai system was the subject of abuses in Hongkong, and urging the Colonial Office to appoint a responsible commission of men and women to visit Hongkong and confer with Chinese and Europeans so as to devise a practical scheme of preventing the buying, selling, and enslavement of human beings and other abuses arising therefrom.

The speakers, including Mr. Charles Roberts (ex-Under-Secretary for India) and Commander Haselwood strongly protested against the continuance of the system under the British flag as a disgrace and a scandal.

Other speakers, while demanding redress of the abuses, pointed out that the system of adoption was an inherent part of the religion of China. One declared that she had more admiration for the Chinese who adopted children than for any she had met in any other part of the world, and believed that they would be the strongest factor in abolishing the evil.

## THE PRINCE AT DELHI.

COMMITTEE CALL THE HARTAL OFF.

DELHI, February 15th.

The complete hartal proclaimed at Delhi in view of the Prince of Wales' visit failed so entirely that the Non-Cooperators' committee last night posted notices in the city calling it off.

The Chief of Police tells me that from data collected he estimated that the crowds which collected to witness the Prince's arrival on Tuesday afternoon totalled a hundred thousand. True, a large proportion came in from outlying districts, but such a reception made the hartal an absurdity.

This morning the Prince unveiled the All-India Memorial to King Edward. The Viceroy delivered a fine eulogy of the prince who was always a friend, describing how the inception of this memorial was due to the Earl of Minto, who invited the peoples of India to subscribe five lakhs of rupees for the purpose.

To the booming of 101 guns the Prince of Wales released two vast Union Jacks, disclosing a fine equestrian statue of the late King-Emperor in dark bronze upon a red stone pedestal.

In the evening the Viceroy gave a grand State banquet in the Prince of Wales' honour. 250 guests of eminence and distinction sat down in the great ball-room.

## MARSHAL LYAUTY HONOURED.

NEED OF ANGLO-FRENCH CO-OPERATION.

PARIS, February 15th.

The Colonial Institute gave a banquet in honour of Marshal Lyautey, the French High Commissioner in Morocco, under whose administration Morocco is enjoying perfect peace and unexampled prosperity.

The former Premier, M. Leygues, who occupied the chair delivered a speech stating that France will remain true to her traditional policy in Islamic countries.

The solution of the Islamic problem lies in Franco-British co-operation, which is the keystone of world peace. France and Britain must act together towards a cessation of the Turkish-Greek war and seek a means of reconciling the belligerents in their conflicting interests. Turkey is yet to play an important part provided she resolutely enters the path of reform under the advice of her true friends, notably France's, and gives ethnical minorities full protection.

In conclusion, M. Leygues said that Turkey did wrong in the past, but peace was being re-established. She, like other nations, is entitled to independence and sovereignty. The Khalifat must be free in a free Constantinople—Havas.

## CARGO PILFERAGE.

EFFECTIVE ACTION OF SHIPPING COMPANIES.

LONDON, February 15th.

It is authoritatively stated that the pilferage of goods in transit by sea-going vessels, as stated in a cable of the 4th inst. is now diminishing, particularly at Liverpool, in consequence of the effective action of the shipping companies and the altered conditions after the war.

An international gang is reported to have previously conducted the operations, especially in the Far East, but the risk has been made too great for the thieves and receivers.

## GERMAN POLITICS.

A SETBACK FOR HERR HUGO.

STUTTGART.

BERLIN, February 15th.

Dr. Wirth's Government has obtained a fresh lease of life as the result of a keenly-awaited debate upon various economic motions relating ostensibly to the Government's handling of the railway strike, which ended in a vote of confidence by 220 to 105.

The vote is regarded as a setback for the industrial magnate Stinnes.

## POSITION IN INDIA.

PROPOSAL TO REPLACE MR. MONTAGU.

LONDON, February 15th.

The newspapers severely criticise the Imperial and Indian Governments for the pace to which they have allowed the situation in India to come.

The cancellation of the decision to arrest Gandhi is strongly commented upon. The Times urges the replacement of Mr. Montagu by a statesman of a sterner fibre.

The Nationalist leader, C. R. Das, has been sent to six months' imprisonment.

## GERMAN TRADE IN FAR EAST.

NOT DUE TO OFFICIAL LAXITY ON BRITAIN'S PART.

LONDON, February 15th.

In the House of Commons, replying to a question, Mr. Mitchell-Thompson, on behalf of the Board of Trade, said he was aware that German trade in China and the Far East was showing signs of recovery, but he did not think this was attributable to lack of official aid being given to British trade. It was impossible at present to undertake the expense of additional staff.

## INSURANCE COMPANY'S FAILURE.

A STREAM OF WINDING-UP PETITIONS.

LONDON, February 15th.

Consequent upon the Equitable Insurance Co.'s winding up as cabled yesterday, the City Equitable Associated Company, which was formed in July under the former's auspices, is presenting a petition for winding up. Similar petitions have been presented by the Greater Britain Insurance Corporation and the City of London Insurance Company.

## MEXICAN OFFICERS EXECUTED.

MEXICO CITY, February 15th.

General Antonio Ruiz and Captain Luciano Berz of the Federal Army were executed at Chihuahua after conviction for rebellion.

## SWEDISH HELP FOR RUSSIA.

STOCKHOLM, February 15th.

Parliament has voted a million kronor for famine relief in Russia.

## SIAMESE LOAN A SUCCESS.

LONDON, February 15th.

The Siamese loan has closed. It was an immediate success.

## POPE PIUS XI. HIS CAREER.

Following is a biographical sketch of Pope Pius XI, furnished to the Press of Manila by a local Jesuit Father:

The Eminent Cardinal Achille Ratti was born in Desio, Milan, on March 31st, 1857; commenced his ecclesiastical studies in the college of Lombardy of Milan, passing later to Rome where he pursued his studies in the Gregorian university under the direction of Jesuit priests until he acquired the degree of doctor of sacred theology and in canonical law. He was ordained a minister in 1879. Afterwards he returned to his home province, Milan, where he exercised for several years the duty of a professor of seminary, demonstrating his ability which was availed by his pupils. His vast culture more than qualified him for the appointment as librarian of "Ambrosiana" in 1887, and taking advantage of materials abounding in that library he prepared the monumental edition of the history of the church of Milan, which is greatly prized in the church.

In 1911 he was appointed assistant dean in the Vatican library and in 1914 he assumed the duties of Dean of the Vatican library succeeding the celebrated P. Ehrle, who for many years had occupied this important position with much honour and credit.

Pope Pius XI has been in Poland since May, 1918, with no diplomatic mission, but purely in an ecclesiastical capacity as apostolic visitor, which was the title given by the Holy See.

That he satisfactorily accomplished his duties was seen by the sudden favour dispensed by the Holy See in nominating him to the munificent of Poland as titular archbishop of Lepanto in June, 1919, and the satisfaction with which his person and his work have been received by the Poles, who demonstrated themselves particularly pleased with the appointment of the new church official, to whose activities in Poland due the foundation in 1918 of a true Catholic university in Warsaw in substitution of the academy of Petrograd, which until that time was the only institute of superior ecclesiastical instruction for Catholic Poland. In the critical circumstances through which Poland passed the then Mons. Ratti gave such proofs of his ability, charity, tact, and winning manners that Benedict XV. thought the time had come to reward his eminent services for the church and elevated him to the position of cardinal during the consistory held on June 12th, 1921, with the title of Saint Martin "in Montibus." He was one of the three cardinals most recently created. With him were created Cardinals Mons. Tacci and Mons. Laurenti.

Notable in all his concepts was the eulogy delivered by Mons. Achille Ratti on the death of the late Pope Benedict XV. in the consistory.

In the same consistory he was made a bishop of Milan, occupying that position until he was elected successor to the throne of St. Peter with the name of Pope Pius XI.

## THE STRIKE.

AWAITING NEWS FROM CANTON.

No reply to the communication made by the Government to the seamen was received from Canton yesterday and the Hon. Mr. Hallifax was not expecting a reply until this morning.

Crews from other centres continue to reach the Colony and three trans-Pacific and several coasting steamers which had been tied up have left the port within the last two days.

## THE ARBITRATION TRIBUNAL.

We are informed by the Hon. Mr. Hallifax that so far as he is aware there is no authority for the statement that the Chief Justice will be the Chairman of the Board of Arbitration.

## THE PRICE OF FLOUR AT CANTON.

Owing to the present strike of seamen, says the Canton Times, the quantity of foreign flour imported has recently greatly lessened. Consequently, prices of this commodity have gone up unusually high. According to latest market reports, a parcel (37½ cwt.) of foreign flour is quoted at \$8 to \$7, whereas, the pre-strike prices averaged \$3 or \$3.50. As the result of the high price of foreign flour, native flour is appreciated by the consumers. It is reported, that the many tea houses and restaurants which formerly used imported flour now use native flour. The stock and supply of native flour is abundant to meet the demand; therefore, the market has been changed from the usually dull condition to a very prosperous condition.

## THE GOVERNMENT AND THE UNION.

In a leading article on the Strike, the Peking and Tientsin Times says:—

Peaceful picketing and sympathetic strikes are not illegal in England and it may be asked on what grounds the Hongkong Government is justified in a British Colony. The explanation, it seems to us, is very simple. The Chinese Seamen's Union is not a Union of British subjects, amenable to British law. Its Headquarters, as already mentioned, are at Canton, whence the present campaign against shipowners, and against the very life of the Colony, is being organised and directed. At Canton, according to Southern newspapers, the seamen are receiving the support of the Kuomintang Party, which has organized successive receptions in their honour, and is reported to have enrolled upwards of a thousand strikers as members. Now the British Government, which of all existing Governments is the most liberal in its attitude towards labour, while it would refrain from active interference in a strike of British seamen in, say, London, would not regard with the same complacency a strike affecting 83 to 85 per cent. of the crews of vessels trading with London, if they were aliens, and their activities were directed from, say, Antwerp or Amsterdam, and presumably financed by political extremists at Headquarters. It would not submit to the paralysis of the life of London as the result of activities of alien agitators. We may be quite sure that if such an attempt were made, not only would the local branch of the so-called Union be suppressed, but all aliens who were known to be participating in the agitation would promptly be deported as undesirable. That is, broadly speaking, the problem with which the Hongkong authorities are confronted at the moment. A so-called Trade Union, with its headquarters outside the Colony, and assured of the support of a group of Canton politicians, having intimidated Chinese seamen on ocean-going and coasting steamers, transported the bulk of them to Canton, and not as yet having succeeded in imposing its will on the shipowners, is attempting to make life unendurable for the entire population of a British Colony, by means of sympathetic strikes. It is deliberately adopting a policy of making the Hongkong population as a whole suffer grave inconvenience, if not actual misery, in connection with an issue which the Hongkong Government has not the power to decide. For clearly it is not within the power of the Government of a small British Crown Colony to legislate regarding the scale of wages to be paid to seamen on vessels of various nationalities, including many sailing under the Chinese flag. Nor can it dictate to foreign shipowners regarding the nationality of the crews employed. When the peace of the Colony is menaced by a movement directed from Chinese territory, the Government, it seems to us, has no option but to accept the challenge and employ its resources for the preservation of order and the maintenance of vital public services. Dr. Sun Yat-sen and his Kuomintang friends would be the first to bow with rage if Hongkong were permitted openly to become the headquarters of politico-labour movement which aimed at paralysing the life of Canton in the interests of an alleged union grievance. Even if some minor mistakes have been made, the Hongkong Government has, throughout the strike, displayed the utmost restraint, and as far as possible refrained from any action calculated to exacerbate the feelings of the strikers. Its proscription of the Seamen's Union, is, however, a defensive measure which should receive the support of every class in the Colony.

## THE LATE SIR HENRY MAY.

MEMORIAL SERVICE AT ST. JOHN'S CATHEDRAL.

Many Government officials and prominent members of the general community—Europeans and Chinese—attended the memorial service held at St. John's Cathedral last evening to pay a last tribute of respect to the memory of the late Sir Henry May, G.C.M.G., who spent the greater part of his life in the service of the Colony, ending his career with a period of service extending over six years as Governor.

His Excellency the Governor, Sir R. E. Stubbs, K.C.M.G., was present accompanied by Lady Stubbs, and attended by his Private Secretary, Mr. Eric Rice, and his Aide-de-Camp, Capt. Neville. Amongst others present were His Excellency the General Officer Commanding the Troops, (Major-General Sir John Fowler, G.B., K.C.M.G., D.S.O.), the Chief Justice (Sir William Rees-Davies, K.C.) and Lady Rees-Davies, the Puisne Judge (Mr. H. J. G. Gopfert), the Attorney-General (Hon. Mr. J. H. Kemp, K.C., C.B.E.), the Hon. Mr. Claud Severn, C.M.G. and Mrs. Severn, Sir Robert Ho Tung and Lady Ho Tung, the Hon. Mr. E. A. Irving and Mrs. Irving, the Hon. Mr. E. H. Hallifax, O.B.E., the Hon. Mr. E. V. D. Parr and Mrs. Parr, the Hon. Mr. H. E. Pollock, K.C., Mr. E. D. C. Wolfe and Mrs. Wolfe, the Hon. Mr. M. C. Messer, the Hon. Mr. T. L. Perkins and Mrs. Perkins, the Hon. Mr. Lau Chu Pak, the Hon. Mr. Chow Shou Sen, Commodore W. Bowden-Smith, Mr. and Mrs. A. G. M. Fletcher, Mr. A. Dyer Ball, Mr. F. C. Jenkin, Mr. G. R. Sayer, the Rev. N. Teeddale Mackintosh, Prof. Middleton Smith, Mr. T. H. King, Mr. Ho Fook, Mr. Ho Kwong, Mr. Geo. Hastings, Mr. C. Lafrank, Mr. P. L. Knight, Mr. R. H. Kokwall and other European and Chinese residents.

The form of service followed was the Church of England burial service. The Rev. J. T. Holman read the prayers and the lesson was read by Rev. W. T. Featherstone. The Rev. Copley Moyle gave the address and the Bishop of Victoria pronounced the benediction. Other clergy who took part in the service were Rev. G. E. S. Updell, Rev. M. W. Shevell, Rev. G. B. Shann, Rev. A. D. Stewart, Rev. J. R. Lee and the Rev. H. S. Bailey. The hymns sung were: "On the Resurrection Morn" and "Now the Labourer's Task is o'er."

At the conclusion of the service the Dead March in Sol was rendered, on the organ by Mr. Temple Bevan.

The Rev. H. Copley Moyle in his address said:—

It is right that we should meet here to show a last token of respect to one who for many years filled a large part in the life of this Colony and filled it honourably and well. Sir Henry May was a man of many interests. He was a thorough sportsman. In his younger days a keen rider, he always took the greatest interest in sport of all kinds. He was an ardent lover of yachting and in his later years an enthusiastic golfer. He was constantly speaking of the need of athletic training in our schools here and the influence for good which such training must have upon the Chinese.

There are no doubt many here who knew him while he occupied subordinate positions in the Government of the Colony, but my own knowledge of him only dates from the time when he came here as Governor. As a Governor he did what he thought right, whether his policy was popular or not. Some of you will remember that during the War he allowed the public drawing of War bonds in spite of the law against lotteries, and when a protest was made he replied that "the object justifies the means." That seems to me to have been characteristic of Sir Henry May. When he had made up his mind that a certain thing was right and desirable he would let nothing deter him from achieving that object.

He never lacked the courage of his opinions; courage was indeed his in a high degree. Those who were present at his landing here to take up the post of Governor, when an attempt, very nearly successful, was made to assassinate him, will remember, his unmoved appearance directly afterwards in the City Hall. He had not only physical courage, but he had what is very much rarer, moral courage. He was not afraid to say and do things which might make him unpopular, if he believed that those things ought to be said and done; such moral courage is far too rare amongst us. We are terribly afraid of conventions, we are afraid of a keen rider, and so we too often conform with conventions of which we really disapprove. Sir Henry May was not afraid of unpopularity. As was shown by his very outspoken remarks at the opening of the Tai Tam Tuk reservoir. He thought it his duty to speak against the excessive use of Alcohol and he spoke in a way that was not forgotten, but which certainly was not popular.

The interests and well being of this Colony were big dear to him and he was always anxious to spend and he spent in its service. One object, which he had much at heart, was the provision of a really good club for men who could not afford the Hongkong Club. He threw himself with vigour into the raising of a fund of \$140,000 for the starting of such a Club, where men would be able to spend their leisure time happily, and he used his influence as Governor to secure a suitable site and himself contributed very generously to the fund. In that scheme he showed a wise judgment, and it was a bitter disappointment to him when he had to bend to the unwisdom popular outcry that the money should not be expended for such a purpose in war time, and had to consent to the postponement of the scheme. I can imagine no more memorial which would be more pleasing to him than such a Club. It might well bear his name. More than the \$140,000 which he secured would now be necessary owing to the increased cost of building. It is it was wanted in his time it is far more wanted now. There are many young men here who get into evil habits, not because they want to be evil, but simply because they have nothing to do, and nowhere to go in the evenings.

There was a trait in the character of our late Governor, which was an uncommon one. To many people he seemed a hard man, but he had in some things a wonderfully kind heart, and he was capable of doing acts of great kindness to people whom he disliked. The man of mean nature tries to score off and injure one whom he dislikes, there are few who will go out of their way to do a kindness to one whom they dislike, but Sir Henry May had a great nature that did so.

In this place it is natural to think of him as a churchman. He took a deep interest in all that concerned the church in this Colony. I remember his coming down here and spending much time in discussing where would be the best place to have the side Chapel, which was given partly by his daughters. He was a frequent worshipper here and a regular communicant, and always took a lively interest in the affairs of this Cathedral. He was also a very liberal contributor to the collection, and when the collection was for some special object I have known him put in a coin for \$200. A man's life is best judged by those who are nearest and dearest to him, and in the circle of his friends, and in his family, Sir Henry May was beloved. May God comfort his bereaved ones, and grant to him eternal rest.

Bear with me for a few moments longer. As we think of another's death we are reminded that the day of our own departure is drawing nearer. A modern journalist, shortly before his death wrote these words, "The great war has done this much good to our generation: it has made us think more easily and more readily of death."

Before the war it was morbid to talk of death. Pains were the only people we allowed to talk to us of mortality—and then we went home to Sunday dinner and dismissed mortality as a remote contingency. We shunned death so much that we invested it with unreal dread—and surrounded it with gloomy pomp. The great war has altered us. We who have seen a million of our strong men in the morning dew of their springtime pass gaily out of life, cannot, decently or with any sense of perspective beat our breasts on the comfortable, love-attended, gently nursed deaths of our middle aged friends or our middle aged selves. We have seen death overwhelm the young, joyous and hale; we cannot grieve so much when death comes as a kindly release of the pains and weakness of the middle aged and elderly.

Death is natural and inevitable and we are foolish never to mention the subject or to speak of it with hushed unnatural accents. It is appointed unto men once to die and after this the judgment." And the judgment will be according to our character. When we stand before our Judge riches will count for nothing, popularity will count for nothing, reputation will count for nothing, success will count for nothing—character, as shown in our deeds and words and thoughts, will be everything.

So St. John in his vision sees the great white throne and him that sat upon it and sees the dead—small and great—stand before God and the books were opened and the dead were judged out of those things which were written in the books, "according to their works. Let us judge our lives now as we believe we shall be judged when that time comes, and let us put out of our lives whatever we shall not want to have known then. God cares whether we are selfish beasts or unselfish saints. It will be of no use to plead that we did as people were accustomed to do. Death is not necessarily a path to happiness; if we have live selfish lives we may well dread death. But if we are trying honestly to live a good and useful life, then death will bring us into the nearer presence of our Lord, and we shall realise the truth of that benediction "Blessed are the dead which die in the Lord."

A familiar figure on the Kobe waterfront disappears in the passing of Mr. Sigismund Adolf Isaacson, whose death took place on January 26th. Born at Copenhagen in 1885, he went to Kobe as a young man in the service of the late Mr. Christensen, in the stevedoring business, and for the past 30 years had worked in Kobe harbour, almost his only absence being a spell of two or three months at Vladivostok during the war. After Mr. Christensen gave up his interest in the business, Mr. Isaacson joined the Mitsubishi firm, and later on the Pacific Mail Co. For the past eight years he has been with the Canadian Pacific Co.

The death of Mrs. S. A. Serobrisnikoff at Shanghai last week, less than a fortnight after the death of her husband, has evoked the deep regret of a wide circle of friends. She was well known throughout the Far East by her maiden name of Miss Olesie Strachan, who in the early years of the present century was the leading lady in the Dallas Opera Co. Since her marriage she has taken part in A.D.C. productions at Shanghai. Mrs. Serobrisnikoff left Shanghai for England, accompanied by her daughter Marjorie, in May of last year, intending to remain there a year while her daughter finished her education at a private school in Surrey. After her arrival at home, however, she received a telegram to the effect that her husband was seriously ill and she returned to Shanghai in October last. For a period of three months she nursed her husband day and night and until the time of his death, on January 24th last, she spared herself no pain or worry in this affectionate duty, with the result probably that her own health was seriously affected. The day after her husband's death she was taken ill with bronchitis and she was removed to hospital, where her death occurred a few days later.



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## "LOVE PAST COMPREHENSION."

TESTATOR'S TRIBUTE TO WIFE.

Mr. William Bedford Glasier, of Primrose-hill-road, N.W., and of Essex-street, Strand, W.C., solicitor, who died November 19th last, son of the late George Glasier, of Lincoln, left property of the gross value of £18,121, of which £17,624 is net personality. Probate of his will, dated November 8th, 1920, has been granted to his widow, Mrs. Elise Glasier, to whom he left the whole of the property absolutely. His will reads:—  
I wish to express in this my will that I fell in love with my dear wife at first sight. She saved my life and devoted her abilities, her energy and love and affection on my behalf. We have never quarrelled, I have never said an unkind word to her in my life. Our life has been spent together with the exception of one night spent in a house of rest at the doctor's request after an operation. No words could express the devotion my dear wife showed for me. Her love passed comprehension. She was described by a celebrated French actress "as the daintiest little lady London or Paris had produced." My wife was respected by all with whom she came in contact. She had all her life God's blessing, which she was entitled to. We hope to live and die simultaneously, which we trust we shall do. United in life, united in death. Living we hope in a happier world in Heaven. "To live with Elise was to live in Elysium." To conclude, I say no better woman ever lived.

## "NEVER A SCOTS DIALECT."

That there never was such a thing as a Scots dialect, and that the language spoken North of the Tweed is hastening to its grave, were among the assertions made by Professor Peter Giles, Master of Emmanuel, Cambridge (himself a native of Aberdeen), in a lecture on "Dialect in Literature" to the London Burns Club at the Essex Hall, Strand, on January 9th. "The language spoken by the Picts, the early inhabitants of Scotland," Prof. Giles said, "is hardly known, and such fragments as have been preserved led Andrew Lang to declare that it was 'hardly human.' The Gaelic spoken north of the Grampians was originally Irish. When we talk of Scotch or Scots, we think only of the dialect of England, which has gradually spread until it has almost covered the whole land. It was introduced by Robert the Bruce, a Northumbrian, and when Scotland annexed England on the accession of James to the Throne of Elizabeth, and the seat of government was removed from Edinburgh to London, naturally the influence of the Southern dialect became more and more powerful. We are prone to forget that William Wallace really meant William the Welshman, and as a native of Lanark, where there was an old Welsh colony, a Welshman he naturally was. He believed, he said, that with intercommunication between the various districts in Britain, the influence of education, and the reading of newspapers, the dialects would gradually die (though not in our time), but that the local intonations might remain. The London dialect had changed greatly since the time of Dickens. "Favor" for "father" was one example, due to the influence of Polish and Russian Jews, who were unable to sound "th."

## LAYING A GHOST.

UNLUCKY JAWBONE OF SARAWAK CHINESE.

The Delphic Club—one of London's psychical centres—on December 22nd had their annual competition of telling ghost stories. The members, sitting in a dim light, attempted to make each other's flesh creep by fearful, and quite ordinary ghost stories which just appeared and did nothing. All stories were told as true. One of the members recounted how he investigated a haunted house with one of the present Cabinet Ministers, who insisted on waylaying a ghost, in company with a lady and a dog. The recorder and the Minister—so the story ran—crouched in a room flooded with moonlight, and saw the door slowly opening.

"I asked the Cabinet Minister," said the storyteller, "if he would get up and see what it was. He replied 'No, no,' at first, but then crawled to the door and flung it open."

"Outside the door was the dog," the member of the club did not give the Cabinet Minister's name, and did not win the prize.

This was won by a traveller who told of an unfortunate Chinese who was eaten by a crocodile in Sarawak. The crocodile was caught, and the man's skull discovered inside it. Part of the jaw containing a gold tooth was subsequently given to a lady as a souvenir.

Eighteen months later the traveller found the jawbone being using a charm at Monte Carlo. The ghost of the Chinese had followed it, and everyone who used the charm had very bad luck indeed. One man who possessed it died.

The unlucky charm, related the traveller, was eventually buried at sea.

The lady's prize was won by a story of a servant's ghost which returned to earth to work!

**IRRITATED & INFLAMED EYE,** can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxol, Fieuzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 83, Queen's Road Central, (opposite to the Singer Sewing Machine Company, 47th, 1st floor).

## VISITORS AT HOTELS

Household	Hotel
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Mrs. Amphlett	Mr. W. Hill
Mr. C. W. Anderson	Capt. G. Gordon
Mr. Bolly Appel	Holmes
Miss Asatun	Mrs. M. Hussey
Mr. M. Aston & child	Mr. J. Johnson
Mr. J. T. Bagin	Mr. E. Jones
Mr. & Mrs. C. E. Ball	Mr. E. Joseph
Mr. & Mrs. H. A. Baxter	Mr. J. E. Joseph
Mr. & Mrs. E. W. Beasley	Mr. R. Julian
Mrs. E. B. Bellios	Mr. & Mrs. A. R. Bibbwhite
Mr. & Mrs. C. H. Benson	Miss Langford
Mr. V. Benjamin	Mrs. T. C. Laves
Mr. R. J. Birbeck	Mr. & Mrs. S. C. Lauritson
Mrs. Blackburn	Mr. & Mrs. J. Levy
Mr. B. A. Botting	Mr. E. R. Lavin
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Miss Brook	Mr. P. Marks
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Mrs. Cornhillson	Mr. F. Mooneychild
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Miss M. Cote	Mr. C. Moxon
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Mr. Harold Dehn	Mr. A. Onderwijer
Mr. G. O. Dew	Mr. F. O'Hare
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Dr. Domelan	Mr. Geo. W. Patterson
Miss Elias	Mr. & Mrs. W. T. Payne
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Mr. & Mrs. W. Headley	Mr. A. J. Welch
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child and nurse	Jones
Mr. Bland	Mr. & Mrs. G. P. Lammer
Mr. H. T. Campbell	Dr. & Mrs. O. Marriott
Mr. G. C. Clark and party	child and nurse
Mr. A. E. Cook	Mr. E. F. Mattingly
Mr. & Mrs. C. Edgcombe	Mr. & Mrs. O. Meater
child	Mr. & Mrs. H. Negre
Mr. & Mrs. G. H. Elliott	Mr. Odell
Miss Geare	Mr. Pack
Mr. & Mrs. Geare	Mr. & Mrs. J. A. Shaw
Mr. & Mrs. Heideman	Miss Skinner
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Mr. & Mrs. A. Ashman	Mr. A. H. Penn
Mr. & Mrs. J. A. C. Bullock	Hon. Mr. & Mrs. T. L. Perkins
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Mr. H. B. Bridger	Mr. B. P. Shaw
Miss C. C. Briscoe	Mr. E. M. Sligh
Lt. Comdr. & Mrs. J. Brooks	Mr. G. Morton Smith
Mr. H. Buie	Mr. D. E. Serrant
Mr. W. A. Butterfield	Mr. H. Spicer
Mr. H. A. Cartwright	Miss D. Stobart
Mr. & Mrs. J. A. Chadwick	Mrs. & Miss Stubbings
Mr. & Mrs. J. W. Church	Mr. J. F. Swindells
Lt. & Mrs. H. H. Clark	Mr. D. Taylor
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Mrs. H. S. Curry	Mr. W. Woodward
Col. C. W. Davy	Mr. F. N. Young
Mr. A. L. Dawson	
Mr. & Mrs. J. A. Doyer	
Mrs. Drew	
Mr. & Mrs. J. Duncan	
Mr. H. G. Eales	
Mr. W. Eastman	
Mrs. Eccles	
Miss E. G. England	
Mrs. S. H. Ellis	
Mr. G. T. Evelyn	
Capt. & Mrs. D. Fettes	
Mr. F. W. Gibbins	
Madame Lottie Gordon	
Miss M. B. Hall	
Mr. A. E. Hollingworth	
Mr. C. D. L. Harding	
Lt. Col. & Mrs. F. Hylop	

# WORLD THEATRE

Hongkong's Most Modern Picture Palace.

Entirely Under British Management.

TO-NIGHT at 9.15 p.m. performance only

## THE GREAT GARCIA TROUPE

BUMPS & CO.

A Comedy Fantomine Novelty

NINA

The Girl With The Personality in  
A New Repertoire of Songs & Dances.

also

GLADYS WALTON

in

"THE MAN TAMER"

The Story of a little circus lion tamer who undertakes to train a wild young man with the same methods she uses in subduing a jungle beast and when he is thoroughly trained proceeds to fall in love with him.

PRICES of ADMISSION:—\$1.50, \$1.00 and 50c

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GEORGE B. SEITZ in "VELVET FINGERS" 8 & 9 Epls.

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HONGKONG HOTEL.

TEA DANSANT TO-DAY.

SPECIAL EXCLUSIVE ENGAGEMENT

OF

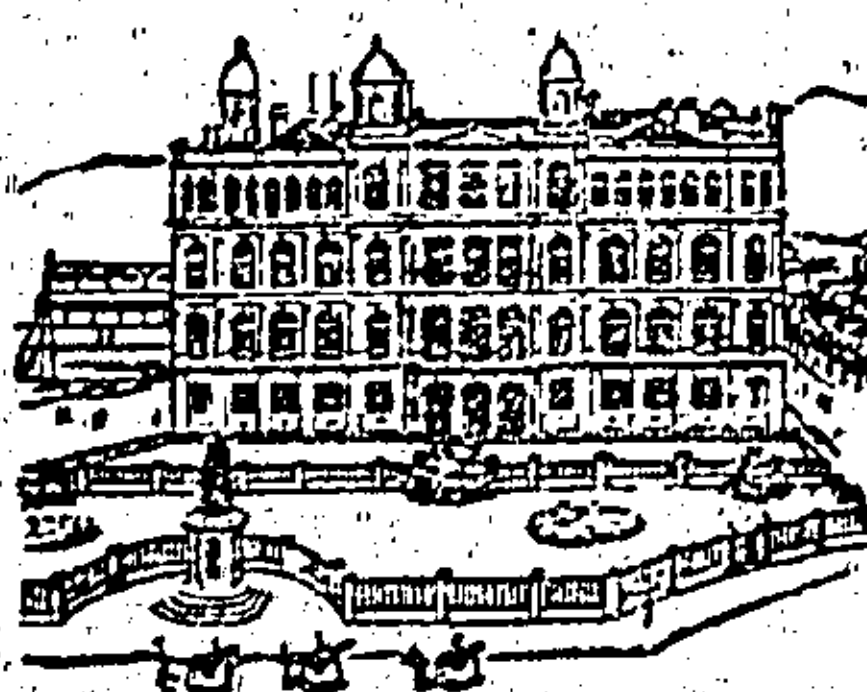
WILL HENDER.

JAZZ SPECIALIST.

KING OF THE XYLOPHONE

5 P.M. TO 7 P.M.

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"Once a user of our Paints, always a user of our Paints," is the rule, rather than the exception. Our knowledge and experience of the local conditions enable us to offer the very best Ready Mixed Paints for all general purposes.

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Mixed Ready for Use.

ENGLISH MADE.

Packed in 7 lb. tins with handle, and 1 pint. Drums.

Stocked in Hongkong.

French Grey  
Lilac Grey  
Dark Green

Stannal Red  
Pon Green  
Black

Light Blue  
Cerulean Blue  
Light Green

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Sandstone Color  
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Also Assorted Paints in 1-gal. Tins.

Send for Test Card and Prices to—

WILKINSON, Heywood & Clark, Limited,  
(Incorporated in the United Kingdom)  
ALEXANDRA BUILDINGS, HONGKONG.



In the Kitchen.

For Cooking purposes, the uses of Lea & Perrins' Sauce are innumerable. It is a perfectly blended seasoning ready for instant use.

Lea & Perrins' SAUCE  
The ORIGINAL Worcestershire.

VETARZO

DR. LECLERC'S  
Sole Agent, Hong Kong.  
Sole Agent, Hong Kong.  
Sole Agent, Hong Kong.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1.00 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.



# ENGINEERS OF CHINA LIMITED

A Group of British Manufacturers Co-operating together to maintain both in China and Britain efficient sales offices as MANUFACTURERS REPRESENTATIVES.

Amongst the Chief Co-operators there are the following firms:-

ASHWELLS NESBITT Ltd. Pumps & Heating Apparatus.  
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ALLEN EVERETT SONS & Co. Ltd. Brass & Copper Tubes, Muntz Metal Tubes, Sheets, Plates, Ferrules etc.

BRUNTONS LTD. Wire Ropes, Flexible Wire Ropes etc.  
BLACKLOCK & MACARTHUR LTD. Paints, Oils, Varnishes, Composites, etc.  
CAMPELL & ISHERWOOD LTD. Marine & Small Electric Lighting sets, Motors, Dynamos etc.

DAVEY PAXMAN & Co. Ltd. Paxman Engines 20 to 2600 IHP. Economical Steam sets, Economic Boilers, Locomotive Boilers, Undertype Engines, etc.  
DAVIS & COLEMAN LTD. Prismatic Glass, Optical Glass and Field Glasses, Gun Sights etc.

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HALL J. P. & SONS LTD. Service, Feed, Ballast & Oil Pumps.

HARVEY G. A. (LONDON) LTD. Down Pipes, Perforated Sheets, etc.

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LION FOUNDRY Co., Ltd. Radiators, Boilers, Baths & Cast Iron work generally.

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PEGLER BROS. & Co., Ltd. Steam and Water Fittings.

RICHARDS, H. & Co. (TILES) LTD. Ceramic, Glazed, Mosaic Tiles, etc.

SMITH J. & Co., Ltd. Boilers and their Tubes and components.

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LONDON OFFICE: No. 58, Victoria Street S.W.1.

And at Shanghai, Canton, Tientsin and Mukden.

**SOUTH CHINA REPRESENTATIVES**  
BOHLE-CHRISTIANSEN, ESQ., CANTON.  
T. A. BOILE, CANTON.  
A. J. MOORE-BENNETT, Chairman.

## COLUMBIA PACIFIC SHIPPING CO

### S.S. "WEST CAYOTE"

(OPERATED FOR ACCOUNT OF U.S. SHIPPING BOARD)

CONSIGNEES of cargo for Hongkong  
By the above named Steamer  
ARE HEREBY NOTIFIED that owing to the strike of Stevedores and Cargo Coolies, cargo for Hongkong will be carried on to Shanghai and landed at that Port. Consignees are accordingly recommended to make the necessary arrangements, will regard it to Insurance etc. The cargo will be returned to Hongkong as soon as conditions here permit.

Agents

**ARNHOLD BROTHERS & CO., LTD.**  
1a, Chater Road. Phone No. 1500.

## THE EAST ASIATIC CO., LTD.

COPENHAGEN

### The M/S. "CHILE"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.  
About 27th January.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Asia"	...	6th Mar.
S/S. "Africa"	...	15th Mar.
M/S. "Kina"	...	...
M/S. "Tongking"	25th Feb.	1st April
M/S. "Malaya"	1st Mar.	12th April

Subject to change without notice.

For further particulars please apply to:-

**MANNERS & BACKHOUSE LTD**  
Agents.

## STRUTHERS & BARRY

Managing Agents—United States Shipping Board.

**EXPRESS FREIGHT SERVICE TO**  
**LOS ANGELES & SAN FRANCISCO via MANILA**

"West Chopaka" Due Hongkong 24th Feb.

Leave "..." 26th Feb.

\* Cargo accepted for Transhipment at San Francisco to weekly sailings for Atlantic Seaboard Ports. Through Bill of Lading issued to U.S. and Canadian Overseas Points.

For Full Information Apply to

**STRUTHERS & BARRY**  
Phone No. 3038.

1st Floor, Powell's Building, 12 Des Vaux Road Central.

G. P. Bradford, Res. Agent.

### FAB EAST DANGERS.

INCESSANT GERMAN PROPAGANDA.

#### LORD NORTHLIFFE'S WARNING.

Colombo, January 2nd.  
Lord Northcliffe and party have arrived here, in very good health, despite the very hot weather experienced during the voyage. The steamer *Nellora* made her record passage from Penang.

On arrival Lord Northcliffe was met by the Harbour Master's launch and by the Governor's A.D.C. He proceeds, to-night, to the famous hill station Nuwara Eliya, where he will be the guest of the Governor, Sir William Manning, for 10 days, golfing and fishing.

In a statement Lord Northcliffe said:—  
"Germany may not have money for reparations but she is expending immense resources in propaganda in the Far East by daily wireless from Berlin, by subversive newspapers, and by film. I have seen the German wireless daily, including that tapped by the operators of the P. & O. *Nellora* during the present voyage. It consists largely of misleading statements, and actual lies, about Egypt, India, the Washington Conference, Ireland, Japan, China, the responsibility for the Great War, and the gloomy condition of British trade."

"This wireless is sent out seven days a week, and is hungrily absorbed by vernacular writers in all Far Eastern countries, where countless wireless stations now exist. I was a close student of the notorious Berlin wireless during the war, and believe that the same minds are writing the mischievous dispatches."

Lord Northcliffe said he considered this German wireless and other propaganda to be as dangerous to-day as during the war, in view of the uncertainties existing in Far Eastern countries. With the exception of half-a-dozen well-known British owned daily journals, he considered the tone of the rapidly increasing Far Eastern daily and weekly Press inimical to the English-speaking peoples. A huge Japanese propaganda fund controls many newspapers and news-agencies throughout the Far East.

On the whole, from the technical and mechanical view, Lord Northcliffe considered the best thought marred by the notorious scandal known as the "third page" and weakened by the continuous control of the military party. Outside a few British and American-owned journals in the Far East there was little attempt at accuracy, except in a few leading Japanese newspapers. It was understood at home that the majority of Far Eastern newspapers printed in English, and often quoted in the London newspapers, are under foreign control.

STIRRING UP TROUBLE.  
Chinese daily newspapers are increasing amazingly, but, with notable exceptions, are poor productions and subversive to Japanese and financial interests. A censorship exists in China. For example, the newspapers and foreign correspondents were forbidden to chronicle the runs on the banks at Peking in November, in the course of which Lord Northcliffe witnessed strange scenes. He considered that a great effort should be made to support the several excellent and generally British-owned newspapers in the Far East by British advertisements, especially in view of Germany's increasing legitimate trade, but dishonest political propaganda.

The German, believing Lord Northcliffe's tour to be purely propagandist, have sent out everywhere pamphlets printed at Hamburg, and other matter attacking him. The present object of the German wireless and newspaper propaganda is, apparently, to stir up trouble between France and England, America and England, Japan and England, India and England, and in Egypt. The German trade and Press position is rapidly strengthening. Germany is recovering the dye monopoly in China, and is exporting much machinery to the Dutch East Indies, which though German in sympathy give British trade fair play. Lord Northcliffe was well received by the Governor and officials in the Dutch East Indies, but the atmosphere of the Press was Germanophile. German engineering, textile, automobile, and musical instrument firms were recovering their position remarkably.

He had been shown alleged anti-Japanese interviews in the Japanese Press, but not knowing Dutch or Malay he did not see the statements when in Java. In fact, he gave no interviews there or elsewhere. The Dutch East Indies offered a great scope for trade. The British Consular service and the Overseas Department of the Board of Trade in Java and Sumatra were working overtime and there was a general desire throughout the Far East for British goods.

The forthcoming exhibition at Singapore offered great opportunities for English traders. Chinese and other merchants repeatedly urged that British catalogues should be printed in Chinese with local weights and measures. The catalogues otherwise were absolutely useless.

Lord Northcliffe considered that the outlook in Malaya was improving, and attention was being given to improved methods of planting. He believes restriction of the output of rubber to be impossible. —*Times*.

#### MAINTENANCE ORDERS IN COLONIES.

It is officially announced that an Order-in-Council has been issued extending the Maintenance Orders (Facilities for Enforcement) Act, 1920, to the Colony of the Gold Coast, the Colony of the Gambia, and the Colony of Trinidad and Tobago. The Act provides for the enforcement, in England, and Ireland, of maintenance orders made by a court in any part of his Majesty's dominions outside the United Kingdom to which it extends, and the legislatures of the Colonies, to which it has now been extended, have made reciprocal provisions for the enforcement of maintenance orders made by courts in England and Ireland.

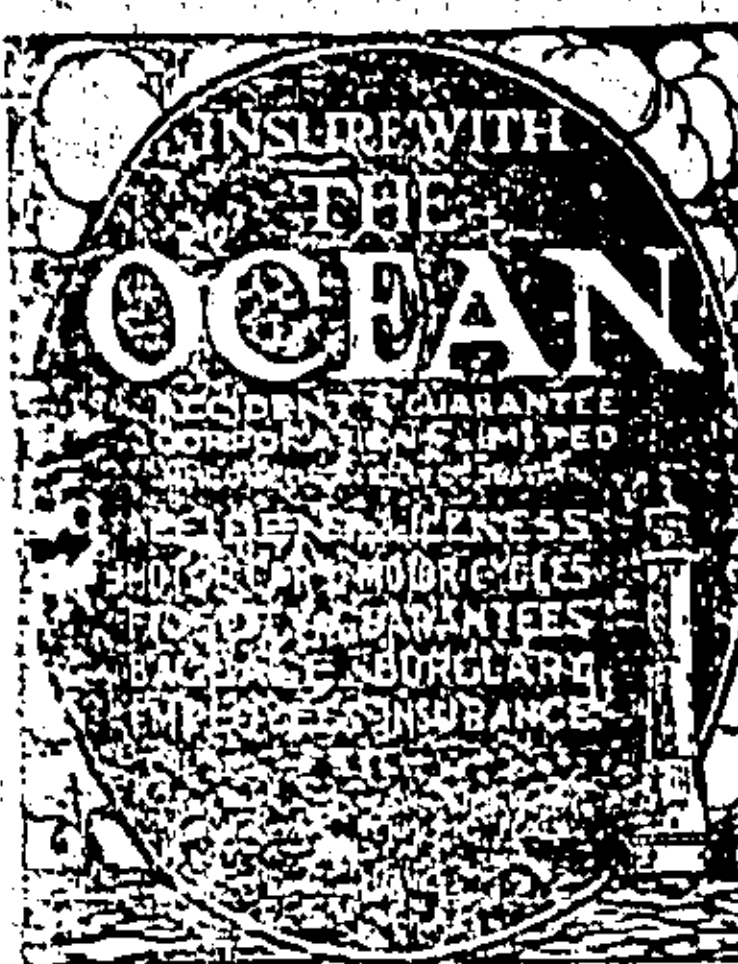
### MOLTS WHARF—KOWLOON.

CONSIGNEES of Cargo landed at Molt's Wharf during the present unsettled state of affairs are hereby notified that any extraordinary expenses incurred in the handling of cargo will be for their account.  
BUTTERFIELD & SWIRE Agents.  
398j

### NIPPON YUSEN KAISHA.

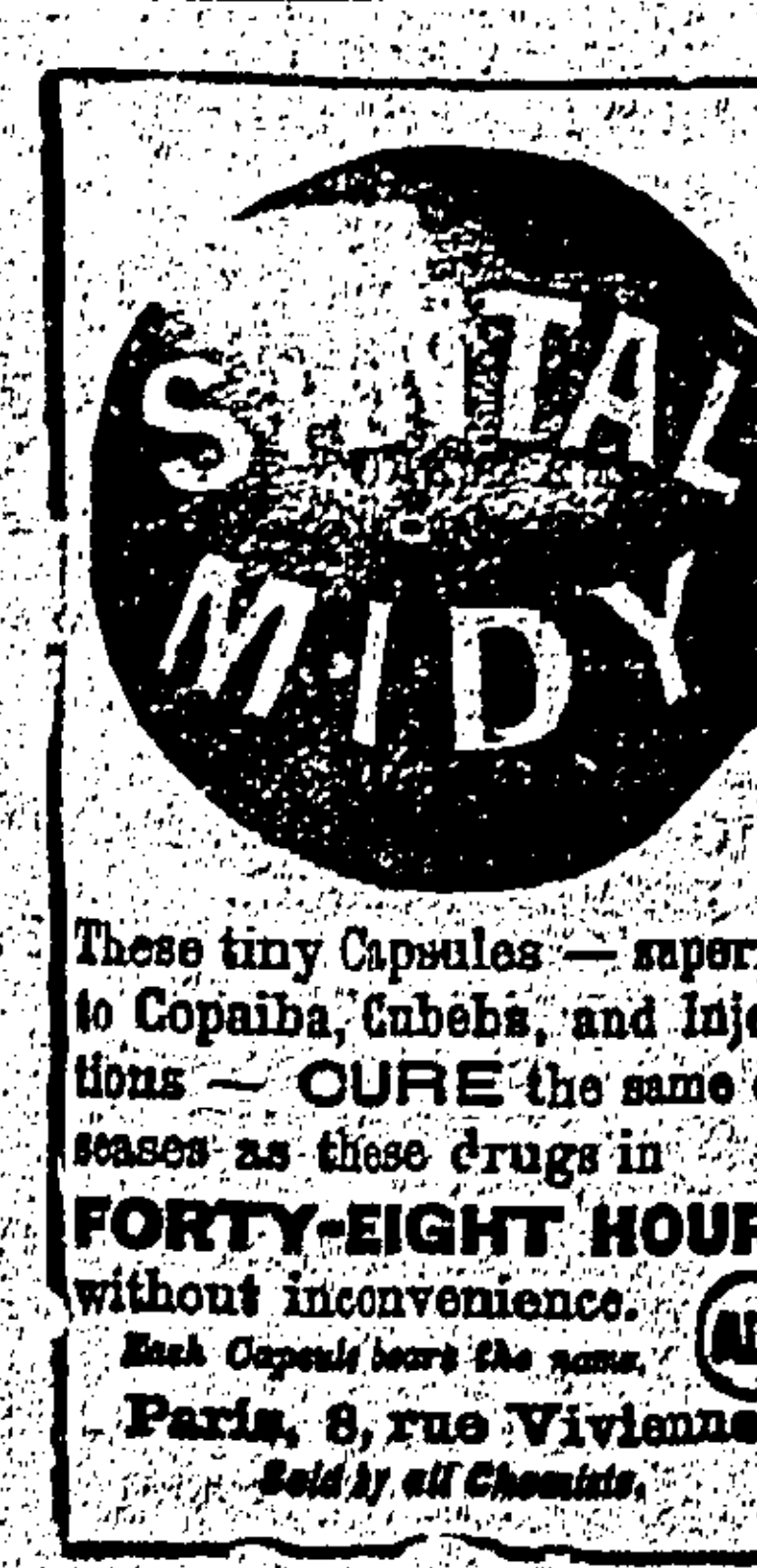
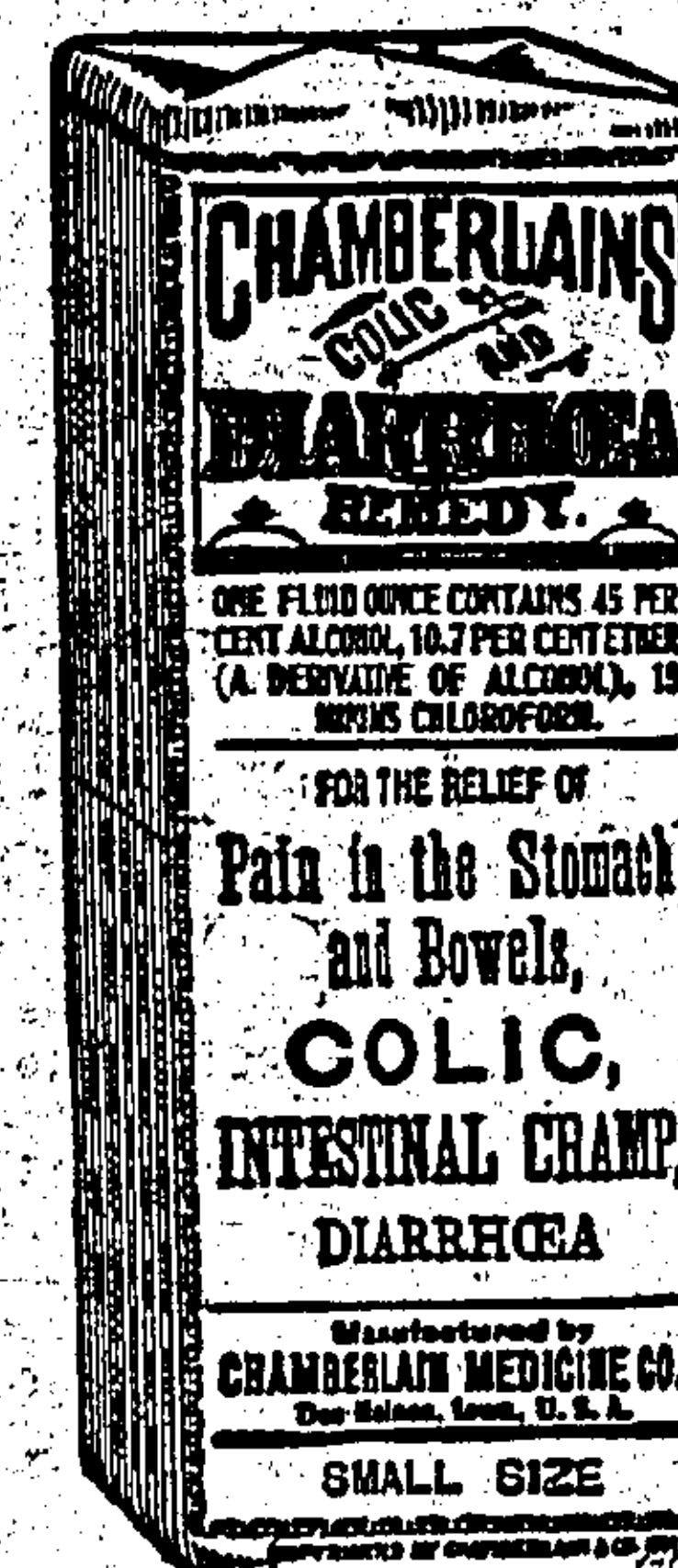
NOTICE TO CONSIGNEES

Due 17th inst. From EUROPE via STRAITS CONSIGNEES of Cargo for Hongkong per s.s. "ITO MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.  
NIPPON YUSEN KAISHA Agents.  
Hongkong, 15th February, 1923. [433]



SHANGHAI OFFICE—  
89A, Szechuen Road.  
AGENTS for Hongkong  
and South China.

**DODWELL & CO., LTD.**  
TELEPH. 1030 2, QUEEN'S BLDG.



## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI  
HAIKONG via HOIHOW  
SINGAPORE  
SANDAKAN  
STRAITS & CALCUTTA  
MANILA  
CALCUTTA LINE:—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained, and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BOHNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about Sunday, 19th Feb., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWETENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAGERS

WATSON'S No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS

Vessel	Due Hongkong
M.V. "GLENARA"	18th Feb.
M.V. "GLENARIFFE"	3rd Mar.
M.V. "GLENOGLE"	17th Mar.

HOMEWARDS

Vessel	Leaves Hongkong	Discharges
M.V. "GLENLOUGH"	22nd Feb. LONDON, ROTTERDAM, ANTWERP & HAMBURG	
S.S. "GLENSHANE"	25th Feb. GENOA, MARSEILLES, LONDON & HAMBURG	
M.V. "GLENAD"	10th Mar. GENOA, LONDON, HAMBURG & ANTWERP	
M.V. "GLENAMOX"	24th Mar. LONDON, ROTTERDAM, HAMBURG & ANTWERP	
M.V. "GLENARIFFE"	2nd Apr. GENOA, LONDON, ROTTERDAM, & HAMBURG	
M.V. "GLENARIFFE"	15th Apr.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 & 1 3895

Cable Address  
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and Scott's Codes.  
Telephone KAWAKISA  
5546, 5551.

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . ¥20,000,000

President: Mr. Y. KAWAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MATSUYA AOKI.

As Company has on hand a Large Number of

### NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each (Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter, Freight and other particulars apply to the

**KAWASAKI KISEN KAISHA.**

No. 4, Bunko Koba

18

ON SALE  
BOUND VOLUME OF THE HONGKONG WEEKLY PRESS, January to June 1921.  
With Index, Price \$2.50.  
On sale at the Hongkong Daily Press Office.



## SHIPPING NEWS

## ARRIVALS

February 16th.  
**Asama Maru**, Japanese str., 184 tons, Capt. Motoki, from Moji.—M.B.K.  
**Dunera**, British str., 3,460 tons, Capt. Walker, from Singapore, with a general cargo.—M.M. & Co.  
**Kato Maru**, Japanese str., 1,128 tons, Capt. T. Motoshige, from Keelung and Swatow, with a general cargo.—O.S.K.  
**Keystone State**, American str., 8,400 tons, Capt. January, from Manila, with a general cargo.—Admiral Line.  
**Kitano Maru**, Japanese str., 3,995 tons, Capt. M. Nakamura, from Shanghai, with a general cargo.—N.Y.K.  
**Tango Maru**, Japanese str., 4,252 tons, Capt. M. Saito, from Melbourne and Manila, with a general cargo.—N.Y.K.  
**Tjondir**, Dutch str., 5,013 tons, Capt. E. H. Kroes, from Hamburg and Manila, with a general cargo.—J.C. J. L.  
**Wingang**, British str., 1,517 tons, Capt. F. Mooney, from Shanghai.—J.M. & Co.

## CLEARANCES

February 16th.  
**Asama Maru**, for Hainan Head.  
**Uthof Maru**, for Macao.  
**Kitano Maru**, for Singapore.  
**Songlee**, for Keelung.  
**Tjondir**, for Macassar.  
**Tjapan**, for Saigon.  
**Wingang**, for Swatow.

## PASSENGERS

DEPARTURES.  
 Per N.Y.K. s.s. **Kitano Maru**, on February 16th: Mr. A. E. Algor, Mrs. H. Hancock, Mr. J. Elmore, Miss A. B. Oates, Miss R. L. Anderson, Mr. R. D. Neish, Dr. F. Groves, Mr. W. Pollock, Mr. and Mrs. M. Weill, Mr. W. S. Ekins, Mr. and Mrs. L. T. Easton, Mr. B. Henderson, Mr. and Mrs. A. Prospero, Mrs. A. H. Ellis, Mrs. S. V. Dynowski, Capt. J. S. Smith, Master R. Leach, Mr. J. Lawrence, Mr. C. M. Trafford, Mr. A. Pleiner, Mr. and Mrs. C. W. Volker, Miss M. Huxley, Miss M. G. Lloyd, Miss R. H. Abeles, Mrs. I. C. Ritchie, Miss A. Abeles, Mr. G. H. Collins, Mr. C. D. Smith, Mr. W. L. L. Barker, Mr. T. Cook, Mr. L. Giles, Mr. S. B. Columbo, Mr. M. Cock, Mr. M. A. Levi, Miss D. E. Sergeant, Mr. and Mrs. D. S. Sergeant, Mrs. H. L. Bramwell, Mrs. G. R. Welch, Miss A. M. Chateau.

## SHIPPING MOVEMENTS

The R.M.S. **Empress of Asia** arrived at Kobo February 15th, at 2 p.m. left there February 16th, at 6 a.m., and is due at Nagasaki to-day (17th), at 6 a.m.  
 The s.s. **Iris** (Blue Funnel line) left Manila on February 15th for Hongkong, and is due here the 17th.  
 The T.K.K. s.s. **Ginyo Maru** sailed from Moji on the 15th inst., and is due at Hongkong on February 20th, at day light.

## VESSELS EXPECTED

**Asama Maru** (N.Y.K.), due March 1st.  
**Bolton Castle** (Dodwell-Castle line), due beginning of March.  
**Devanha** (P. & O.), due February 27th.  
**Dunera** (P. & O.), due February 17th, 6 a.m.  
**Empress of Asia**, due February 23rd, at 4 p.m.  
**Ginyo Maru**, due February 19th.  
**Tango Maru** (N.Y.K.), due Feb. 18th.

## THE CHINA MAIL S.S. CO.'S JAVA SERVICE

We are informed by the China Mail Steamship Co., Ltd., that on account of the need for more frequent Trans-Pacific service and the growing necessity of a larger vessel in the Company's Java service, the s.s. **Nanking** and s.s. **China** on the Hongkong-San Francisco run and the Java service inaugurated by her will be maintained with the s.s. **Gorjistan**, recently chartered for the purpose.

## WEATHER REPORT.

February 16th at 12.42.—Pressure has increased considerably over S.W. Japan which is now covered by a depression. Pressure changes in other districts are small. Moderate to fresh breeze may be expected along the Coast of China.  
 Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.31 inches, against an average of 2.35 inches.  
 The forecast for the 24 hours ending at noon to-day is as follows:—  
 Direction: Force: 1 to 3.  
 Hongkong to Gap Rock: N.E. winds, moderate to fresh; fine to clear.  
 Formosa Channel: N.E. winds, fresh to strong.  
 South coast of China between: The same as Hongkong and Lantau. No. 1.  
 South coast of China between: The same as Hongkong and Hainan. No. 1.

## HONGKONG TIDE TABLE

From 17th to 23rd February, 1922.		High Water.		Low Water.	
Days of Week or Month	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Thurs.	17	11 17	5.7	7 13	2.1
Fri.	18	11 40	5.6	7 33	2.4
Satur.	19	12 04	5.6	7 45	2.6
Sund.	20	12 28	5.7	8 01	2.8
Mon.	21	12 52	5.8	8 18	3.0
Tues.	22	1 15	5.9	8 36	3.2
Wed.	23	1 39	6.0	8 54	3.4

## NOTICES TO CONSIGNEES

The HONGKONG & KOWLOON WHARF & GODOWN Co., Ltd.

CONSIGNEES of cargo landed into this Company's godowns, during the present unsettled state of affairs are hereby notified that all cargo remaining in godowns after expiry of the free storage period, will be subject to all extraordinary expenses incurred in connection therewith.

W. S. BROWN,  
Secretary.

Hongkong, February 11th, 1922. (410)

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES of Cargo for Hongkong per s.s. "AGAPENOR" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, the cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, February 10th, 1922. (390)

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE VIA STRAITS.  
 CONSIGNEES of cargo for Hongkong per s.s. "TOTOBI MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be over-landed and landed at Shanghai and at Kobe. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, February 13th, 1922. (421)

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA AND RANGOON VIA STRAITS.  
 CONSIGNEES of Cargo for Hongkong per s.s. "CALCUTTA MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried on to Japan and possibly landed at Kobe. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The Cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, February 13th, 1922. (409)

## NOTICE TO CONSIGNEES.

## HAMBURG-AMERICA LINE.

THE Motor-ship "HAVELLA" having arrived, Consignees of Cargo by her are hereby notified that all goods are being landed at their risk, into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves/delivery, can be obtained.  
 No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 20th February, 1922, will be subject to rent.  
 All Claims must reach us by the 22nd Feb., or they will not be recognised.  
 No Fire Insurance will be effected.  
 Bill of Lading will be countersigned by ARNHOLD BROTHERS & CO., LTD., Agents.

Hongkong, 13th February, 1922. (416)

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

Arrived 13th February from BOMBAY.  
 s.s. "AWA MARU".  
 CONSIGNEES are hereby notified that Cargo is being discharged into the Hongkong & Kowloon Wharf & Godown Co's (Ld.) Godowns at their risk.  
 Storage will be assessed on Cargo remaining undelivered on and after February 20th, 1922.  
 All broken, chafed and damaged packages will also be landed into the Kowloon Godowns, and date of examination will be advised later.  
 No claim will be recognised after the Goods have left the Godowns, and none will be entertained if presented later than 10 days from February 18th, 1922.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, Feb. 13th, 1922. (417)

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

Due 16th inst. From AUSTRALIA.  
 CONSIGNEES of cargo for Hongkong per s.s. "TANGO MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be over-landed to Japan and landed there. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 16th February, 1922. (428)

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM FUJITSU SOUND VIA JAPAN AND SHANGHAI.  
 CONSIGNEES of cargo for Hongkong per s.s. "KATORI MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be landed at Shanghai. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be brought to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 16th February, 1922. (427)

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

Hongkong to England  
 via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

ria Shanghai, Nagasaki, Kobe, Yokohama Vancouver & Montreal.					
	From Hongkong	Arrive Vancouver		From Canada	Due England
E. Russia	Feb. 23	Mar. 13	Metagama	Mar. 24	Mar. 31
E. Asia	Mar. 23	Apr. 10	E. Britain	Apr. 22	Apr. 29
E. Russia	Apr. 20	May 8	E. France	May 16	May 23
E. Asia	May 18	June 5	E. France	June 18	June 20
E. Canada	June 18	July 19	E. Scotland	June 27	July 4
E. Russia	July 18	July 31	E. France	July 11	July 18
E. Asia	July 27	Aug. 14	E. Scotland	Aug. 28	Aug. 15
E. Canada	Aug. 10	Aug. 28	E. France	Sept. 1	Sept. 8
E. Russia	Aug. 24	Sept. 11	E. Scotland	Sept. 19	Sept. 26

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa.  
 Allotment of Cabins on Atlantic steamers held here and through tickets issued.  
 Early reservation necessary.

Three Trans-continental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.  
 Hongkong Office. Telephone 782. Cable Address GAGANPAC.

## CHINA MAIL S.S. CO., LTD.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.  
 FAST FREIGHT AND PASSENGER STEAMERS.

## "NANKING" "NILE" "CHINA"

## Trans-Pacific Service

HONGKONG to SAN FRANCISCO  
 via Shanghai, Japan Ports and Honolulu.

s.s. "NANKING" Feb. 20th at noon.  
 s.s. "CHINA" Feb. 14th D'night.

## Java Service

HONGKONG to SINGAPORE & BATAVIA.  
 S.S. "NILE"

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada also.  
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. BURDON, GENERAL AGENT.  
 PIERCE'S BUILDING, 111, Queen Street.  
 Telephone, PIERCE'S BLDG. No. 1924. Tel. PIERCE'S BLDG. & AGENT. No. 2181.

## N. Y. K.

SAIYON STEAMSHIP COMPANY LIMITED

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KATORI MARU (Kobe direct) Thursday, 23rd Feb., at 11 a.m.  
 KASHIMA MARU (Nagasaki direct) Friday, 24th Mar., at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore & Cebu.

KITANO MARU Thursday, 16th Feb., at 11 a.m.  
 HARBURA MARU Friday, 17th Feb., at 11 a.m.

HAMBURG via LONDON HULL & ROTTERDAM.

MATSUMOTO MARU Saturday, 18th Feb.

LIVERPOOL via MARSEILLES.

TAJIMA MARU Monday, 13th Mar.

SYDNEY & MELBOURNE via Manilla & Cebu.

TANGO MARU Tuesday, 21st Mar., at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

YAKUTO MARU Tuesday, 22nd Feb.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KANAGAWA MARU... End of Mar.

BOMBAY via Singapore, Penang, and Colombo.

TSUBUGA MARU Tuesday, 21st Feb.

OSAKATA via Singapore, Penang & Hongkong.

NAGASAKI KOBE & YOKOHAMA.

TANGO MARU Thursday, 16th Feb., at 5 p.m.

BANGHAI, KOBE & YOKOHAMA.

YOKOHAMA Friday, 17th Feb.

TAYOHASHI MARU Wednesday, 22nd Feb.

For further information apply to NIPPON YUSEN KAISHA, Agents.  
 Telephone Nos. 224 & 223.

## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON  
 for NEW YORK & BOSTON via Suez

s.s. "DACRE CASTLE" ... sailing on or about 1st Mar.  
 s.s. "BOLTON CASTLE" ... sailing middle of Mar.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.  
 TIME having been re-opened for traffic cargo is also accepted for this port on through Bills of Lading.

## FOR SHANGHAI.

s.s. "MERANO" ... sailing on or about 15th Mar.

## FOR BRENDISI, VENICE &amp; TRIESTE

s.s. "TRACIA" ... sailing on or about 10th Mar.  
 s.s. "MERANO" ... sailing on or about 1st Apr.  
 Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

Sailing from Colombo to South African Ports—  
 SOUTH AFRICAN PORTS FROM CALCUTTA & COLOMBO.  
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,  
 Agents.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN  
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	JAVA	in port	17th Feb.	SAIGON
TJIBODAS	JAVA	in port	17th "	JAPAN
GORONTALO	JAVA	in port	18th "	JAPAN
TJIMANOEK	JAVA	in port	18th "	AMOI via SHANGHAI
SAMARINDA	JAVA	in port	21st "	
TJIKINI	JAVA	in port		

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Cabin Passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
 For Particulars of Freight and Passage apply to the

York Building, First Floor

JAVA-CHINA-JAPAN LIJN.  
 Telephone No. 167.

## VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ (United Netherlands Navigation Company) HOLLAND-OOST AZIE LIJN (Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular fortnightly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN.

Sailings subject to alterations.

Steamers For Sailing on or about  
 "ALDABI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 18th Mar.  
 "SAPAROE" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 1st Apr.  
 "ROTTI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th May  
 For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents, York Buildings

## YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong

FOR HAIPHONG via Hainan & Pakhoi.

s.s. "HOZUMI MARU" ... on or about 20th Feb.

FOR KEELUNG via Swatow & Amoy.

For further particulars, please apply to—

Branch Office: 8, MITAHARA, 1st Floor, King's Building, Tel. No. 486.



**AMERICAN & ORIENTAL LINE**

NEW YORK via Suez

Subject to change without notice.

**ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.**

Carried on various Bills of Lading from HONGKONG to ZIMBABWE, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

**THE BANK LINE, LTD.**  
Managing Agents.**ELLERMAN LINE****ELLERMAN & BUCKNALL S.S. CO., LTD.****FREIGHT & PASSENGER SERVICE  
FOR EAST/UNITED KINGDOM & CONTINENT.**

S.S. "CITY OF MANCHESTER" ... 10th Feb. ... Marseilles, London, Bremen &amp; Hamburg.

**PASSENGER SERVICE**

S.S. "CITY OF SIMLA" ... Middle March ... Marseilles, London, Rotterdam &amp; Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

**THE BANK LINE, LTD.**

R. B. &amp; Co., Canton.

General Agents.

**NEW YORK DIRECT**

Joint Service of the

**"BLUE FUNNEL" LINE**

JOHN S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL CO., LTD.)

Sailings from Hongkong.

\* On arrival at Boston if sufficient indentment offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

**BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG  
HONGKONG AND CANTON.**

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**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPT.	TONNAGE	SAILING DATE
HONGKONG, KOBE & YOKOHAMA	"JANDEE LEBON" "AMBOISE"	22,000 15,000	On or about 20th Feb. On or about 6th Mar.
AMBOISE via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	"AZAY LE RIDEAU" "ARNAND BEEIC"	15,000 10,000	On or about 22nd Feb. On or about 6th Mar.

For full particulars regarding sailings, etc., apply to—

**HODENFURZE,**  
Sole Agent,  
Queen's Building.

Telephone 746.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fan in staterooms and superior and excellent cuisine.

FOR

**SWATOW, AMOY & FOOCHEW**

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG ... Capt. W. C. Passmore | FRIDAY, Feb. 17th, at 2 P.M.

Arrive and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

**DOUGLAS LAPRAIK & CO.**  
General Managers.**P. & O. British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND.)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	3,400	25th Feb.	Singapore, Colombo, Bombay
"KARHAR"	3,500	1st Mar.	Marseilles, London & Antwerp
"SICILIA"	3,700	14th Mar.	Singapore, Colombo & Bombay
"KEIVA"	3,017	12th Mar.	Marseilles, London & Antwerp
"DEVANHA"	3,023	29th Mar.	do.
"NOVARA"	3,850	12th Apr.	do.
"KALYAN"	3,987	26th Apr.	do.
"FLASSY"	3,248	10th May	do.
"SICILIA"	3,700	13th May	Singapore, Colombo, Bombay, Marseilles, London & Antwerp
"DONGOLA"	3,000	24th May	do.
"KIBER"	3,000	7th June	Singapore, Colombo & Bombay
"SOUDEY"	3,418	21st June	Marseilles, London & Antwerp
"KASHMIR"	3,418	5th July	do.
"KERMALA"	3,000		

**BRITISH INDIA - APCAR SAILINGS**

"JANUS"	5,000	31st Feb.	Singapore, Penang & Rangoon with transshipment at Singapore and Calcutta
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**EASTERN & AUSTRALIAN SAILINGS (South)**

"EASTERN"	4,000	6th Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
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**SAILINGS TO SHANGHAI & JAPAN**

"DUNERA"	3,400	17th Feb. 11 a.m.	Shanghai only.
"EUBALUS"	3,500	19th Feb.	Amoy only.
"TAKADA"	3,700	27th Feb.	Shanghai and Japan
"DEVANHA"	3,023	28th Feb.	Shanghai & Japan

\* Passengers for Rangoon must delay their own Hotel expenses at Singapore while awaiting the carrying steamer.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by P. &amp; O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Ticket—Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge. Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—**MACKINNON, MACKENZIE & CO.,** Agents.

23, Des Voeux Road Central, HONGKONG.

**O. S. K. OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, LAMBERG, ROTTERDAM &amp; ANTWERP—Monthly direct service via Singapore and Penang.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"PANAMA MARU" ... Tuesday, 28th Feb.

BOMBAY &amp; COLOMBO REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"INDUS MARU" ... Saturday, 25th Feb.

"SAIGON MARU" ... Friday, 3rd Mar.

DRI &amp; RANGKOK via SAIGON &amp; SINGAPORE—Regular Monthly PASSENGER SERVICE.

"KUSHO MARU" ... Wednesday, 1st Mar.

CALCUTTA—Fortnightly service via Singapore, Penang &amp; Rangoon.

"INDO MARU" ... Wednesday, 1st Mar.

"SHANKING MARU" ... Saturday, 4th Mar.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Tuesday, 28th Feb.

"HAWAII MARU" ... Saturday, 4th Mar.

NEW YORK via PANAMA—Regular monthly service via Japan, Penang, San Francisco, Panama and Colon Ports.

"HAYRE MARU" ... Sunday, 12th Mar.

NEW ORLEANS LINE via SUEZ.

"HAMBURG MARU" ... Friday, 10th Mar.

JAPAN PORTS—Fukuoka &amp; Yokohama via Shanghai.

"ALASKA MARU" ... Sunday, 26th Feb.

KEELING via SWATOW &amp; AMOY—The steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 15th Feb.

TAKAO via SWATOW &amp; AMOY

"SOSEI MARU" ... Thursday, 22nd Feb.

For sailing dates and further particulars please apply to—**Y. YASUDA, Manager,** No. 1, Queen's Building.

Tel. Nos. 144 &amp; 748.

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer "Sibney &amp; Melbourne via Port" "Lo Hongkong for Australia"

"TAIWAN" "CHANGSHA"

About 12th Feb. About 12th Feb.

The steamers are fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booking through to all Australian, New Zealand &amp; Indian Ports.

For full particulars apply to—**BUTTERFIELD & SWIRE, Agents.**

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**C. N. C. CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	On
SHANGHAI	"ICHANG"	Shanghai	On 17th Feb.
HAIKONG	"CHINHUA"	Shanghai	On 19th Feb.
SHANGHAI	"HANGHONG"	Shanghai	On 19th Feb.
SHANGHAI	"HUNAN"	Shanghai	On 20th Feb.
SWATOW & SINGAPORE	"KINGFUAN"	Shanghai	On 20th Feb.
"WILIA" CIBU & ILILO	"TAMING"	Shanghai	On 20th Feb.
HONGKONG	"HONGHONG"	Shanghai	On 20th Feb.

These dates cannot be relied on. SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample space for baggage. Fast in Saloon and (later) regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Ningbo (weekly), taking Cargo on through Bills of Lading to all (European and Northern China) Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE,**  
Agents.**T. K. K. TOYO KISEN KAISHA****HONGKONG TO SAN FRANCISCO**

(via SHANGHAI, THE JAPAN SEA, JAPAN &amp; HONOLULU.)

STEAMER	TONS	LEAVE HONGKONG	LEAVE HONOLULU
KOREA MARU	12,000	Feb. 24th	Mar. 24th
KORYO MARU	12,000	Mar. 1st	Mar. 31st
PERIA MARU	12,000	Mar. 8th	Apr. 7th
TAIYO MARU	12,000	Mar. 15th	Apr. 14th
SIBERIA MARU	12,000	Mar. 22nd	Apr. 21st
TENYO MARU	12,000	Mar. 29th	May 1st

\* Calling at Dairen.

**SOUTH AMERICAN LINE****HONGKONG TO VALPARAISO**

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA &amp; IQUIQUE, THENCE BY TRANS-ANDERAS ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG	LEAVE HONOLULU
KORYO MARU	12,000	Mar. 1st	Mar. 31st
TAIYO MARU	12,000	Mar. 8th	Apr. 7th
SIBERIA MARU	12,000	Mar. 15th	Apr. 14th
TENYO MARU	12,000	Mar. 22nd	Apr. 21st

For full information regarding passenger, freight and sailings, apply to—

**Y. TSUTSUMI, Manager,**

King's Building.

Agents at Canton: **Messrs. T. E. GRIFFITH, LTD.** Tel. Nos. 574 & 70.**PACIFIC MAIL S.S. CO.**

MANAGING AGENTS, U.S. SHIPPING BOARD

**TRANS-PACIFIC SERVICE**

Freight and Passenger Service

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

AMERICAN STEAMERS

For SAN FRANCISCO via SHANGHAI, KORE ETC.

S.S. "GOLDEN STATE" ... Feb. 18th ... Leave Hongkong ... Arrive San Fran

S.S. "EMPIRE STATE" ... Mar. 15th ... Mar. 13th

S.S. "HOOPER STATE" ... Apr. 11th ... Apr. 7th

S.S. "EMPIRE STATE" ... May 5th ... May 1st

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG AND RANGOON.

FOR HAIKONG

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA &amp; COLOMBO

Monthly Sailings.

For full information regarding rates, space, etc., apply to—

**PACIFIC MAIL S.S. CO.**

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.

**NANYO YUSEN KAISHA**

(The South Sea Mail S.S. Co., Ltd.)

**REGULAR FREIGHT & PASSENGER SERVICE**

BETWEEN

**JAPAN, HONGKONG & JAVA.**

For BATAVIA, SAMARANG and SOERABAYA

"CHERIBON MARU" ... sailing on or about 5th Mar.

"MACASSAR MARU" ... sailing on or about 25th Mar.

For MOJI, KOBE and YOKOHAMA:

"MA CASSAR MARU" ... sailing on or about 19th Feb.

"SAMARANG MARU" ... sailing on or about 6th Mar.

For further particulars please apply to—

**K. SUZUKI, Manager,**

2nd Floor, Prince's Building,

Telephone 141 &amp; 748.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

**BOSTON and NEW YORK**

S.S. "ORLEANS PRINCE" ... (via Suez) Early Mar.

For Freight and full particulars apply to—

**ELIOT & FURNES (FAR EAST) LIMITED.**

(Incorporated in Great Britain)

St. George's Building, Telephone 314, Telegrams (Far East)



